



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 9

LOS ANGELES, CAL., NOVEMBER 10, 1924

No. 6



A portion of Los Angeles Harbor looking south toward breakwater

The Cost of Carelessness

DURING the first ten months of the present year 331 lives were sacrificed in automobile accidents in Los Angeles County. In almost every case the cause may be traced primarily to the carelessness of someone.

In analyzing the statistics of the various causes in which so many human lives were lost, it is encouraging to know that for the past several years the records reveal that per 100,000 automobiles registered there has been a considerable decrease in automobile fatalities at grade crossings over the Pacific Electric system.

This indicates quite conclusively that the efforts of our Company and individual employees to protect and safeguard vehicular traffic has been effective. It proves that warning signal devices installed over our system at grade crossings are contributing to the saving of human lives. By the end of, and during, the present year the Company will have installed seventy-five of these devices, bringing the system's total to more than 400. A crew of twenty-three signal maintainers is continuously employed to see that they give uninterrupted service.

Other factors are also contributing to the reduction of grade crossing accidents, such as proper compliance with operating rules, observance of speed restrictions and close supervision. The public likewise is aiding by awakening to the gravity of the situation and is more and more lending its co-operation.

The evidence introduced at Board of Inquiry hearings held after serious accidents and records of our Safety Bureau supports us in the claim to credit in the reduction of grade crossing accidents; but there is a humanitarian obligation upon us not only to maintain a clear record of responsibility, but to protect, if possible, the heedless, careless pedestrian and automobile driver, who seems prone not to protect himself.

To paraphrase that old adage—"eternal vigilance is the price of safety."

Buses Can Best Serve When Unit and Linked With Electric Railway Carriers

Destructive Competition Must be Eliminated if Railways are to Render Good Service to Public. Trolley Cars Indispensable.

By PAUL SHOUP, President

The following is an illuminating address delivered by President Paul Shoup at Atlantic City early last month before the American Electric Railway Association. The Mr. Brosseau referred to by Mr. Shoup is a representative of the automobile manufacturers who spoke previously on the same subject. Along with Mr. Shoup he expressed the view that the motor coach could not replace the electric car in handling mass transportation.

THE very fair and able presentation of Mr. Brosseau on this subject of the co-ordination of other forms of transportation with the electric railway leaves a great deal less to be said than perhaps under different circumstances would have been deemed necessary by an electric railway man.

Certainly the principle enunciated by Mr. Brosseau to the effect that there should be a co-ordination in ownership and management of both the electric railway and motor bus operation in any given territory where they might otherwise come in conflict or in competition, and that each should find its own sphere according to its need as developed by the public demand or the public use (which is sometimes a very different thing from the public demand) is something that we all must accept.

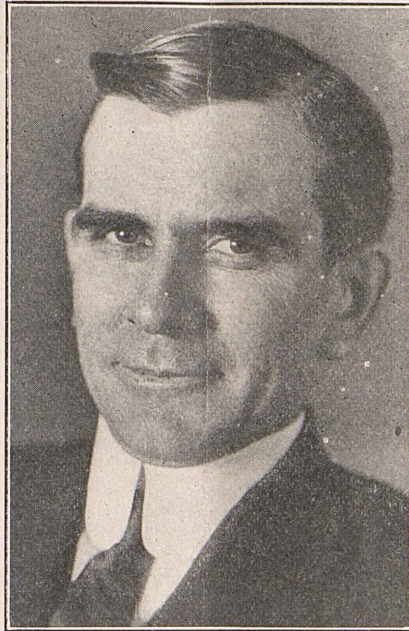
There is nothing in the electric railway situation that justifies us in presuming that we have any God-given right to exist unless we justify that existence by performing necessary public service. If it should be in the cards that through the advancement of science and art the electric railways are to be superseded by some other form of transportation, then they must go, just as the ancient horse car had to yield to the electric railway.

Confident of Future

However, there is, I may suggest, nothing in this situation at the present time to indicate that the electric railway is to be superseded by some other form of transportation. Indeed, it seems to me that to get a clear understanding of this situation we must deal with certain principles or certain statements of fact, as I see them, in discussing a problem of this kind.

I want to put forth this view—that if the electric railways are essential to the public of the United States, essential as their chief transportation agency outside of steam railroads, then they must be protected if any competition or destructive agency tries to destroy that public service, even though the public may itself not have everything else desired in the way of service.

To get at this subject directly, I am



MR. PAUL SHOUP

going to state certain propositions which I believe to be fundamentally sound. These are:

1. The electric railway is not to be superseded as a public utility by any other form of transportation. It is not only useful; it is indispensable. The development of the motor vehicle has not resulted in providing a carrier that in any way takes the place of the interurban or street car. The question, then, is one of co-ordination and not of supersession.

2. Where a very considerable part of the public transportation service is being given by electric railways, it is desirable almost to the point of necessity that if motor bus service be introduced into that same section, the services of the two should be co-ordinated in the fullest degree under one ownership and one management.

3. In determining the share of the traffic each is to take care of, that is the motor bus and the electric railway, now and hereafter, whether under one management or operated independently, it is necessary to consider the two forms of transportation under like conditions, for eventually the motor buses will have to carry as great a share of public obligations as do the railways.

Fallacy of Two Systems

4. The necessity for co-ordination in the public interest is, indeed, very great and it is the duty of the electric

railway industry to emphasize this fact in every section of the country; wastefulness of the competition now existing between the electric railways and the motor buses is not only unfair in itself to the electric railways, but is imposing a heavy burden on the public.

All those engaged in transportation business are agents of the public. We derive our rights from the public through charters and franchises. We are devoting private capital to a public service, and it is just as much our duty to do everything that we can to make that service economical and efficient in the interests of the public as it is our business to protect the private capital invested in that service.

I should like to repeat my first statement: "The electric railway is not to be superseded as a public utility by any other form of transportation. It is not only useful; it is indispensable. The development of the motor vehicle has not resulted in providing a carrier that takes the place of the interurban or street car. The question, then, is one of co-ordination and not of supersession."

I think you all know that, and yet the figures which have been presented are worthy of presentation again. I have been particularly impressed by Mr. Murphy's statement as to the operations of the electric railway companies of this country in 1923, when, as he put it, we carried more passengers, earned greater gross revenues, operated more passenger car-miles than ever before in any one year in the history of this industry.

It is true that certain added burdens in the way of operating expenses came upon us. Increases in taxation, for one thing, made our net revenue somewhat less than we had had in some previous years, yet as an agency for the public service the electric railway companies of the United States were in greater demand, were more essential to the welfare of this country in 1923 than in any previous year in the history of this country.

Buses Couldn't Handle

Now the fact that we carried, according to Mr. Murphy's figures, some 36,400,000 passengers per day on the 400 principal electric railway lines of this country, allowing for other companies about 44,000,000 passengers per day—illustrates the magnitude of the obligation that electric railways of this country have assumed and are carrying on successfully.

These 44,000,000 people represent about the working population of the United States. The majority of the passengers probably are carried in the two hours in the morning and the two

hours in the afternoon. Certainly a very large proportion of them are. No one can imagine any form of vehicle other than the electric car that would perform this service. Why, it would take at least 15,000,000 automobiles, assuming that street surface would permit, to carry these people morning and evening to and from their work. I am, therefore, in entire agreement with my friend, Mr. Brosseau, that the electric railway is not to be superseded.

Now when a thing is as essential to the public welfare as this electric railway service, it is obviously entitled to public protection. That brings us to this second point that I would deal with, and that is that where a very considerable part of the public transportation service is being given by electric railways, it is desirable almost to the point of necessity that if motor bus service be introduced in the same section, the service of the two should be co-ordinated in the fullest degree under one ownership and management.

Unfortunately that has not been the case, and it is because of the necessity of this co-ordination that both Mr. Brosseau and I are addressing you on this subject today. We find a very unsystematic competitive and destructive condition throughout the United States, one that requires co-ordination, one that requires regulation, just as Mr. Brosseau has said, so that both the electric railways and the motor bus companies shall be subject to like consideration from the viewpoint of the public.

It is true that the electric railways in 1923 demonstrated in greater degree than ever before their necessity to the public in the service rendered. Yet it is also true that in many sections of the country, through the unbridled competition of the motor buses, they have been hampered in that public service, hampered because out of their somewhat narrow net revenues the motor buses have been able to take a considerable part of that dollar that is left after paying operating expenses, taxes and some necessary interest, to the end that the electric railways have not been able to command the necessary credit to extend their operations, build new lines, even if such lines were justified, to acquire additional equipment and to meet the many obligations of a public nature that are being constantly put upon them.

Western Experience

Out on the Pacific Coast we have had a good deal of experience in that direction. We are fortunate in California in having a courageous and experienced State Railroad Commission with adequate powers, but even that commission is being subjected at all times to a tremendous pressure by motor bus operators to parallel these necessary lines of electric railway transportation.

It is very natural of course that the motor bus operator should seek to parallel these lines. The electric railway development is not so far in the past but what nearly everybody recognizes the fact that those communities that are served thereby have been in large degree created by this electric railway service, and today for the value of the

homes and for the value of the industries along these lines are dependent upon that service.

Naturally with this population along these lines a motor bus operator does not seek to pioneer (we can put our-

Okeh As Auxiliary But Not As Successor

NOW the fact that we carry . . . about 44,000,000 passengers per day illustrates the magnitude of the obligation that electric railways of this country have assumed and are carrying successfully.

"These 44,000,000 people represent about the working population of the United States. The majority of these passengers probably are carried in the two peak hours in the morning and two in the afternoon. Certainly a very large proportion of them are. No one can imagine any form of vehicle other than the electric car that would perform this service. Why, it would take at least 15,000,000 automobiles, assuming that the street surface would permit it, to carry these people morning and evening to and from their work."

—Paul Shoup.

selves in his place), but prefers to go along that line and take the established business. It is true, as Mr. Brosseau has said, that in some instances the population has developed away from these electric lines, but in the territories with which I am most familiar on the Pacific Coast, this is true in only a very, very limited way.

The electric railways have been the pioneers—whether street car companies or interurban companies—and the development of population of homes and industries has been along those lines. And so we have the situation confronting us throughout the United States of the paralleling of a necessary and essential service to the public by motor bus lines. This should not have occurred, and should not be permitted in the unregulated and unbridled way in which at this time it is being permitted in many states.

In the State of Oregon, for example, the number of passengers carried by the electric railways has dropped since 1919 from some 83,000,000 down to 72,000,000, notwithstanding the increase in the number of city fares collected. We find that the lack of regulation is responsible for a great number of what we might call itinerant motor buses, many of them without any financial responsibility, in taking from the interurban lines the necessary support to continue their existence. As a matter of fact, the principal interurban line running south out of Portland today is having a very hard struggle to live, notwithstanding its steam railroad backing. It is a well-known fact up in that country

that there is a very considerable discussion as to whether or not its abandonment will not be necessary in the next twelve months.

We (the Southern Pacific Company) operate some electric lines out of Portland, and they do not meet their operating expenses and taxes. Yet there would be a very great public outcry if we attempted to abandon them.

Steam Lines Operate Buses

In Oregon, as I have said, there is no regulation. The Public Service Commission there has no power. As a matter of fact, one of the railway companies, grown desperate over the situation of competition with its railroad down to Astoria, has established a motor bus service of its own to compete with a motor service competing with its steam lines. The result is that we have three forms of transportation when one would do. Certainly that is cut-throat situation that ought to be eliminated by some systematic regulation and some form of co-operation.

And Oregon, after all, is only an example of what is going on elsewhere. There isn't a much better situation in Indiana, where there has been a falling off in the number of passengers carried by the interurban railways, a very large falling off according to the figures furnished me by the Indiana commission. Indeed, comparing 1920 with 1923, notwithstanding the growth in the city business, there has been a decrease in the total number of passengers carried in Indiana from 273,000,000 down to 263,000,000.

The Public Service Commission of Illinois directs my attention to the statement that in Illinois from 1920 to 1923 there has been a decrease in the number of interurban passengers carried from 75,000,000 to 62,000,000, through the number of fares in the state has increased from 1,118,000,000 up to 1,219,000,000, due to the increase in the city traffic. In Ohio you have no better situation.

We find throughout the country that this unregulated competition with the electric lines by motor bus companies is very seriously interfering with the public service. And along with this regulation that must come there should of course be the co-ordination as set forth by Mr. Brosseau.

In southern California the Pacific Electric Railway, with which I am associated, has had a very considerable experience in the matter of what we might term unregulated motor bus competition, for the reason that these various motor bus lines were established before the State Railroad Commission had jurisdiction. We keep close track of our losses from this competition. We don't try to determine these losses from the viewpoint of the business carried by the motor bus companies, but only by a careful estimate as to the cost of the service we give, and the extent that that service is not availed of by the traveling public because the motor bus takes passengers away from us.

Result of Unfair Competition

That meant about \$1,300,000 loss in

(Continued on page 18)

THOUSAND RABBITS BAGGED BY GUN CLUB HUNTSMEN

The P. E. Rod & Gun Club held their annual Rabbit Drive near Victorville on Sunday, October 26th and as in years past it proved to be the banner event of the club's activities.

A new scenic and rugged country was selected for this year's drive and it measured up to the advance predictions of the staff who chose it. More than one thousand rabbits bit the dust before the onslaught of one hundred and thirty-eight marksmen, averaging about nine to the gun, which is considered a very fair average.

The P. E. Club quarters was the gathering place of the huntsmen and at about midnight the caravan, total thirty-eight cars, started the journey of one hundred and five miles eastward. Every foot of the trip was over paved highway and the old flivvers seemed to hum their best on the long journey. Speed laws were not strictly observed and one flivver rolled so fast that it lost a front wheel, while another car tried to jump a ditch, but in making the leap one foot slipped; result, a broken spring.

Otherwise the trip was uneventful except for the arrival at Victorville. At about 5:00 a.m. cars began to arrive at short intervals and soon the streets, or rather street, was so congested that the town constable was considering the need of a traffic officer. What was later learned to be one our party arrived with a clanging gong, cowbell and quick call, whereupon the natives were forced to forego their Sunday beauty sleep.

After a good breakfast, the wagon train pulled out of Victorville at about 6:30 headed for Apple Valley and by 9:15 a.m. the crescent lines were formed and the closing in movement begun. It was some time before the enemy was sighted, but finally he appeared and was saluted by a salvo of thirteen guns and from then until noon the cracks of rifle filled the air. By noon the battle had been successfully fought, all were thoroughly fatigued, lame around the right shoulder, ravenously hungry, but happy as school boys.

Followed the cleaning of the rabbits the appeasing of appetites, the journey homeward, and the close of another "best time yet" event so frequently staged by the Rod & Gun Club.

P. E. MASONIC CLUB CONFERS FOUR MASTER DEGREES

The Pacific Electric Masonic Club conferred the Masters' Degree upon Bro. C. F. Estes of the Engineering Department at Progressive Lodge No. 578 on the evening of October 6, 1924.

On the evening of October 28th, the Club visited the South Pasadena Lodge and enjoyed the honor and privilege of conferring the Masters' Degree upon three brothers, i.e.: A. E., E. L. and W. B. Young, all employed in the Transportation Department, freight service.

The annual club dinner will be held on the evening of November 18th, 7:00 p. m. at the Alexandria Hotel. A program of unusual interest has been

Great Progress Made in Boring Tunnel

ALL Pacific Coast records of tunnel construction are likely to be broken if work continues on the Hollywood-Glendale-San Fernando Valley tunnel at the rate of progress made to date. Work on the big bore which will mean so much to Los Angeles in traffic relief started on May 3rd last and on October 1st our rapid transit artery to the heart of the city was 53% completed and 42% of the concrete lining in place. Three shifts are being worked at three locations and Sundays and holidays finds no let up to the relentless progress being made by Twohy Brothers, contractors.

"The actual bore is approximately 4250 feet in length," said Mr. Pontius in a newspaper article a few days ago, "and to date the tunnel has been driven a combined distance of 2260 feet and 1790 feet of concrete lining has been placed. Up to this time very favorable conditions have been encountered and if soil formation and other governing factors are advantageous I am sure a new record in tunnel construction will be attained."

About 1150 feet remains yet to be tunneled between 1st and Glendale and the Figueroa Street location, while the bore eastward from Figueroa Street has progressed about 200 feet. A distance of 850 feet remains to be bored before reaching the location of the eastern portal near the Olive Street school property. During the month of October a combined total of 740 feet of bore progress was made, or an average of 24 feet daily, and placement of concrete lining was maintained at approximately the same pace. Including the open cut work on either end of the tunnel the total tunnel length is about 5,000 feet.

A new substation and building is to be erected at Second and Toluca

provided and several prominent citizens will address the members. Get your ticket and BE THERE.

Regular meeting, November 11, 1924.

Turkey Shoot

A TURKEY shoot will be held at the P. E. Rod & Gun Club quarters at Los Cerritos on Sunday, November 16th. Members are urged to come and bring their friends; hostilities begin at 9:30 a.m.

All shooting will be done from sixteen yards and the added bird handicap system will prevail for members only, which puts all contestants on equal basis.

Field Captain Spafford states that twenty turkeys will be awarded during the day's sport and that another trap will be in operation, which will add to the pleasure of the shooters and cut down the shooting time considerably.

Street to provide the additional power supply that will be required on account of the increased volume of traffic which will result when the tunnel is completed. The building is now in progress and 1500 volt automatic substation equipment enroute from the east. The building and equipment will entail an expenditure of about \$110,000.

MECHANICAL DEPT. NOTES

By Willis M. Brooks

Carl L. Hyde, Asst. Foreman of the Winding Room, was called to serve his community as Secretary of the Torrance Chamber of Commerce and left the family on October 15th.

Fourteen years ago last April, Carl, then 16 years old, entered the service of the Pacific Electric as an apprentice in the Winding Room. He was a likely lad, took a keen interest in his work and rapidly mastered the mysteries of the Winding Room. Later he came into the Mechanical Superintendent's office as a Clerk, but the shop offered greater attractions and Carl again transferred to the Winding Room, being placed in charge of the coil winding and taping department, and later further promoted to Assistant Foreman of the entire Winding Room.

Mr. Hyde has a pleasing personality and a desire to be of service to his fellow man, which has made him one of the most popular members of the family. An athletic body, built up by proper methods of thinking and living has given him great strength and many will remember him by his prowess as a wrestler and "tug-o'-war" man.

With glowing bodily health, a well ordered mind trained to logical process, coupled with distinctive ability, should lead him far in this field and we wish him a future in which his highest hopes will be fulfilled.

Mike Shannon of the Machine Shop has returned to work after an extended trip to his old home in Ireland.

Nels M. Nielson has also returned from a trip to Copenhagen. Both are agreed the good old U. S. A. is a pretty good country to live in.

Another old timer, Gale Bonney of the Machine Shop, has left the service to engage in business for himself. Mr. Bonney will be remembered as Chairman of the Monthly Mech. Dept. Employees Meetings, which he conducted with distinction. All of his friends join in wishing him all success in the new venture.

The small son of Mrs. Cochran, P. B. X. Operator, Torrance Shops, is ill with scarlet fever, which we hope will be successfully overcome.

We are informed that Paul Ferree of the Machine Shop seriously contemplates a matrimonial alliance although no definite date has been set for the ceremony.

He: "Your little brother saw me kiss you. What can I give him to keep him from telling?"

She: "He generally gets a dollar."

Public Appreciation Expressed Service and Courtesy Bring Their Reward.

COURTESY of Trainmen and other employees in their dealing with our patrons brought forth a considerable number of appreciative letters to the management last month. We wish to repeat what has previously been said in the Magazine, that space limitations does not permit of using all letters sent in by appreciative passengers. The object in publishing these letters from time to time is to impress upon employees the fact that the public does observe and esteem highly acts of courtesy and well rendered service. It is needless to state that regardless of whether or not citations appear in the Magazine, commendatory letters are filed with and become a permanent record of the employee concerned.

Next to safety, courtesy to our passengers is a virtue the management most earnestly strives to instill within employees and the frequency of commendatory expressions received from our patrons is a source of great gratification to Mr. Pontius and other officials. A continued and even greater effort in courteous and kindly attention to passengers is the urgent appeal of the management.

RECOVERY of a suitcase, apparently stolen, and the all-around good service of Motorman H. Kraft of the Monrovia Line (while acting as Conductor) evoked a highly appreciative letter from which we quote in part:

"For several mornings I have taken the nine o'clock car from Monrovia to Los Angeles and have always noticed the courtesy of the Conductor (Mr. Kraft). And I am not the only one who has noticed him, for this morning the passenger sitting next to me remarked: 'It is a pleasure to ride on this car, the Conductor is such a gentleman.'"

Regarding the recovered suitcase incident, our patron stated "I left my suitcase on the back of the car and on getting off at the station found that someone had taken it. I spoke to the Conductor and he remembered a lady taking it. He hastily followed and located her and compelled her to return it."

The writer closed with this glowing tribute: "I want to add that on no Pacific Electric car have I met with any discourtesy."

That's good work and we thank you Mr. Kraft.

CLOSE observance to duty by Motorman J. Arnould, Southern Division, which brought about the avoidance of serious accidents was the subject of a letter received from a former railroad engineer, who stated in part:

"On two occasions he avoided accidents which would have cost lives had he not been a man of great presence

of mind. He operates a train very wisely and as a railroad engineer of twenty-two years experience I can appreciate a man of his ability."

The action of fool-hardy motorists is bringing about an ever increasing requirement of watchfulness by Motormen and we are glad to record this incident in Mr. Arnould's favor.

COURTESY of Trainmen on the Edendale Line as a whole, and particularly Conductor J. D. Mobley, in his treatment of aged passengers, was pointed out in a letter to the management from Mrs. E. T. Crowe, a resident of the Edendale district, who stated, after commending all Trainmen of the line: "One we particularly like is Conductor Mobley. We have often noticed his kindness to old or lame passengers and have seen him assist these feeble persons off and on his cars many times. We thank you for the courteous treatment we receive on this line." All of which would seem to indicate that Edendale Trainmen are maintaining an excellent standard of service. Indulgence with the aged and infirm is particularly necessary and noteworthy.

"**I**T is so seldom in this day and age," writes Mrs. M. Lange of Santa Monica, "that one meets real 'honest to goodness' courtesy, that when you really do experience it, its worth telling others about it. A certain Mr. J. A. Cook, No. 2345 and Mr. I. Iverson, No. 2184, on the Santa Monica-Sawtelle car, have been the most courteous railway employees I have ever met. I am an elderly woman and am glad to tell you that the courtesy of your employees is certainly appreciated."

THE Board of Harbor Commissioners, of which Mr. C. J. Colden is President, addressed the following self explanatory letter to the management recently:

"During the Convention of the National Association of Port Authorities, which has just closed, we had through Mr. Heinly negotiations with you relative to the handling of special trains and the carrying of several hundred people to the Harbor on two different days. Now that the Convention is over, it is a real pleasure to write this letter to you in behalf of the Board of Harbor Commissioners and myself for the fine way in which you and your Mr. Fidel co-operated with us in making the Convention a success. The Pacific Electric handled the transportation and in a 100 per cent manner, and lightened the responsibilities of the Entertainment Committee very much by the suggestions and the co-operations which were extended.

"Will you please express our thanks

COMMUTER LAUDS MOTORMEN FOR ACCIDENT AVOIDANCE

Motormen of interurban and local cars were lauded liberally for the manner in which they handle equipment in face of fool-hardy motorists who persist in endangering their lives through taking needless chances in a letter addressed to the Magazine recently. Incidentally, if persons prone to disregard their safety would stand on the front end of a street car or train, as did our correspondent, and put themselves in the place of the Motorman and experience his thrills they likely would change their ways. The letter from "Commuter" stated:

"Several evenings ago the writer stood at the motorman's side in the front vestibule of a beach train. The object being for no other purpose than to get a slant on the motorman's job on a limited street car.

"There was not a word spoken between the motorman and myself. The little sign, 'Do not talk to the motorman' was respected, but there was a longing to get an expression on some of the incidents along the route.

"If there is any good or sufficient reason why one should buy the book,—'How to control the nerves'—the motorman is certainly entitled to his copy. Why? Because life, evidently, is a jest with many autoists and pedestrians.

"The autoists who try to beat the motorman over a crossing are as much in evidence as flies around a molasses barrel. Life evidently is one huge joke or they would not risk their lives by 'just making it over the track,' when a half-minute later they could have passed over in safety.

"The motorists who cut across in front of a motorman at the risk of their own lives, are not to be reckoned in small numbers. Then there is the more risky individual who circles the front of a motor car. He feels, no doubt, a sense of pride in doing such a stunt, but there is always that 'once too often' truth staggering him in the face. Even pedestrians take a chance of gaining the 'fraction of a minute.' Women often do it and so close are they missed one's heart leaps to his mouth.

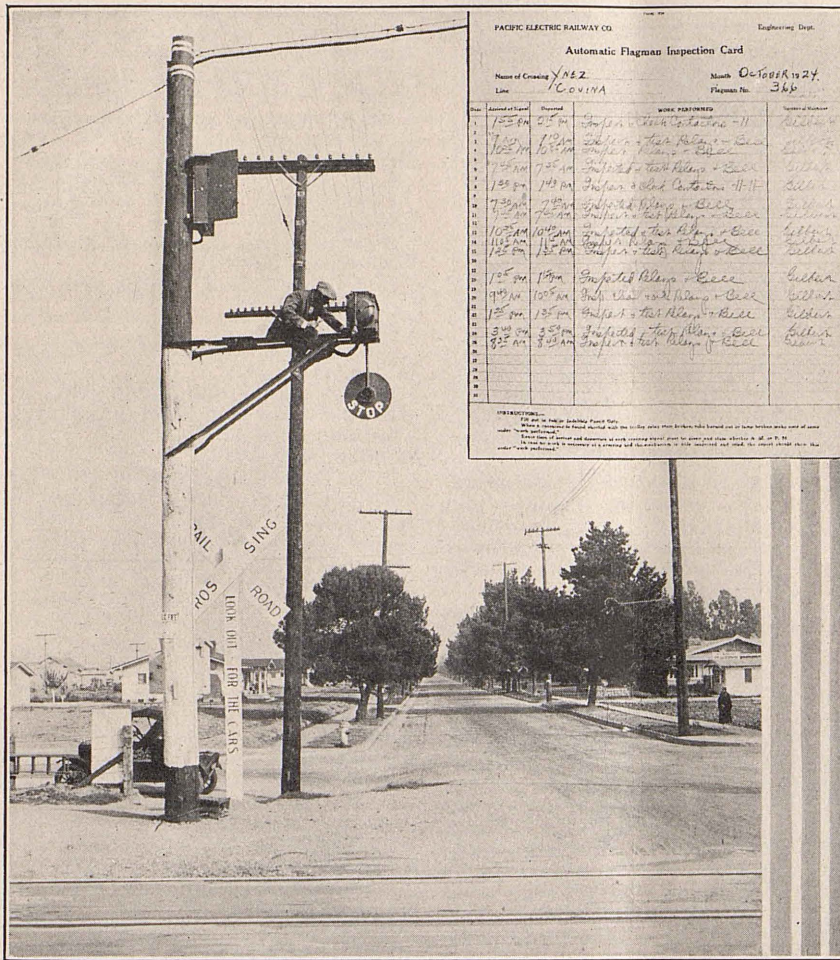
"Those quick, sudden jerks which one experiences while riding in a street car, are only front end indications that some one has tried to flirt with eternity.

"Thinking that possibly the urge of many to reach home as quickly as possible might lead to risks taken in the evening, we took our post at the motorman's side the following morning. It doesn't matter whether it is evening or morning there is that same disregard of life. The motorman is at his wits end to prevent accidents, which some evidently feel it is their duty to bring about.

"Much credit is due the motorman of a city or interurban car for the extreme care exercised in the manipulation of his car. Many times he extends courtesies of the road which no man has a right to expect, and all because he appreciates the value of human life."

to Mr. Fidel and the several other traveling passenger agents who accompanied the trains."

In the Interest of Public Safety



PACIFIC ELECTRIC RAILWAY CO. Engineering Dept.

Automatic Flagman Inspection Card

Name of Crossing *Y 462* Month *OCTOBER 1924*
 Line *COVINA* Flagman No. *364*

No.	Time of Arrival	Time of Departure	Work Performed	Name of Maintainer
1	7:55 AM	8:15 AM	Inspected brush contact - 11	Miller
2	10:25 AM	10:45 AM	Inspected brush contact - 11	Miller
3	11:25 AM	11:45 AM	Inspected brush contact - 11	Miller
4	1:35 PM	1:55 PM	Inspected brush contact - 11	Miller
5	7:35 AM	7:55 AM	Inspected brush contact - 11	Miller
6	7:55 AM	8:15 AM	Inspected brush contact - 11	Miller
7	10:25 AM	10:45 AM	Inspected brush contact - 11	Miller
8	11:25 AM	11:45 AM	Inspected brush contact - 11	Miller
9	1:35 PM	1:55 PM	Inspected brush contact - 11	Miller
10	7:55 AM	8:15 AM	Inspected brush contact - 11	Miller
11	10:25 AM	10:45 AM	Inspected brush contact - 11	Miller
12	11:25 AM	11:45 AM	Inspected brush contact - 11	Miller
13	1:35 PM	1:55 PM	Inspected brush contact - 11	Miller
14	7:55 AM	8:15 AM	Inspected brush contact - 11	Miller
15	10:25 AM	10:45 AM	Inspected brush contact - 11	Miller
16	11:25 AM	11:45 AM	Inspected brush contact - 11	Miller
17	1:35 PM	1:55 PM	Inspected brush contact - 11	Miller
18	7:55 AM	8:15 AM	Inspected brush contact - 11	Miller
19	10:25 AM	10:45 AM	Inspected brush contact - 11	Miller
20	11:25 AM	11:45 AM	Inspected brush contact - 11	Miller
21	1:35 PM	1:55 PM	Inspected brush contact - 11	Miller
22	7:55 AM	8:15 AM	Inspected brush contact - 11	Miller
23	10:25 AM	10:45 AM	Inspected brush contact - 11	Miller
24	11:25 AM	11:45 AM	Inspected brush contact - 11	Miller
25	1:35 PM	1:55 PM	Inspected brush contact - 11	Miller

INSTRUCTIONS:
 1. Fill out this card for each inspection.
 2. Write a description of the work done on the crossing under the heading "Work Performed" and in the column "Name of Maintainer".
 3. The name of the signalman should be written in the column "Name of Maintainer" if the signalman is the one who inspects the signal.
 4. The time of arrival and departure should be written in the columns "Time of Arrival" and "Time of Departure".
 5. The name of the crossing should be written in the column "Name of Crossing".
 6. The name of the line should be written in the column "Line".
 7. The name of the signalman should be written in the column "Name of Signalman".
 8. The name of the flagman should be written in the column "Name of Flagman".

Inspecting automatic "wig-wag." In upper corner is record of inspection maintained in each signal case. Inspections average 18 monthly.
 By E. P. ENGELMAN, Signal Foreman

THE Automatic Flagman, or "Wigwag," as used on the lines of the Pacific Electric Railway is a device which has been developed by this Company. The idea was conceived by J. B. Hunt, now deceased, who was connected with the original Pacific Electric system in the Signal and Telegraph Department under the direction of A. E. Roome. Its practicability and effectiveness was soon determined and recognized by railway authorities and it is now manufactured in Los Angeles and used extensively on steam and electric railways both in this country and abroad.

The first "wigwag," as it is commonly known, was installed by the Pacific Electric in 1910 and was a rather complicated affair with worm gears and wheels driven by an electric motor. This device, while it served as a basis for further development, was far from being perfect on account of the numerous wearing parts. These required replacement often and the complicated installation was subject to frequent mechanical failure. Having proved its worthiness, however, a successful effort was made to reduce the number of wearing parts, which in

turn reduced the ratio of possible failures and likewise cut the cost of maintenance to a minimum. To express it tersely "necessity became the mother of invention" and our present type of magnetic warning to the public is practically "fool-proof" mechanically and has but one moveable wearing part, aside from its bearings.

In my opinion the wigwag device now used by the Pacific Electric at grade crossings is by far superior to any automatic means of warning of the approach of a train yet devised. In some respects it is even superior to a human flagman, for the reason that it is visible at a much greater distance and is audible as well.

How They Operate

The circuit controlling the operation of the wigwag, as used on the Pacific Electric, is also of our design, and with but a few exceptions all of our devices are controlled by contact brushes located on the trolley wire and operated by the trolley wheel of the car passing under the brush. The method of control gives a direct positive action which is simplicity itself. The arrangement of control of each

signal is governed by existing local conditions and train movements, but the general principal remains the same in practically all installations.

Each track, and in case of single track, each direction is governed by a separate and independent control circuit, consisting of a relay, two starter contact brushes and one stopper contact brush along with necessary wiring. This arrangement eliminates any possibility of interference in signal operation should more than one train approach the signal on different tracks or in opposite direction, each track and each direction being separate, distinct and independent of any other in the operation of the signal.

The maintenance of the 390 automatic-flagmen over our system requires the service of twenty-three Signal Maintainers. The devices are grouped into districts and these districts are assigned to a Maintainer. These Maintainers make regular and systematic inspection of all signals under his jurisdiction and is responsible for their operation at all times.

Detailed Records

In each signal case there is kept a record card on which the Maintainer make entry of each inspection, giving time of arrival and departure, together with notation of any defect found or any work performed. These cards are ruled off so as to give a separate line for each day of the month. In addition to this record, each Maintainer makes out a daily report covering all work performed during the day, the same being mailed to the Signal Engineer's office each day. These daily report and inspection cards are checked and made the basis of compiling individual percentage record of Maintainers. From the foregoing it will be seen that a close check is kept on the operation of each signal and those engaged in this important branch of our operation are keenly appreciative of the fact that their duties involve the safety of human life, and all earnestly strive to keep failures and partial failures to the lowest possible level. With due modesty I will state that the records of the department will reveal a creditable and nearly perfect showing of uninterrupted service.

GOOD PROGRESS BEING MADE IN TAVERN IMPROVEMENTS

Excellent progress is being made on the reconstruction and betterment work started in September at the Mt. Lowe Tavern and Cottages, reports F. B. Clark, Manager of the resort.

A crew of approximately fifty men are continuously employed and all of the foundation for the extension proper was completed on Oct. 25th, whereupon the tile wall work was immediately begun. The ball room and auxiliary dining room is also coming along nicely and the contractor reports that same will be ready for use by Thanksgiving day, on which date a special Holiday dinner will be served.

Mr. Clark states that all are co-operating with him in performing the work with the least possible inconvenience to guests and indications point to a completion of the improvements by January 1st, as planned.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The second meeting of the newly elected Executive Committee of the Pacific Electric Club was held in the Assembly Hall of the Club Rooms, October 1, at 2:00 p.m. The following members were absent: W. E. Booth, J. Hanselman, H. J. Delmar, H. L. Legrand, John Reese, W. H. Lowry, M. T. Spencer, H. R. Grenke, L. D. Williams, F. L. Guenette, S. A. Bishop, L. A. Lovell, and F. L. Annable.

Club Fund

Balance, 8-30-24\$ 214.51
Receipts, 9-30-24 1,159.50

Total\$1,374.01
Disbursements, 9-30-24 971.85

Total as of 9-30-24.....\$ 402.16

Relief Fund

Balance, 8-30-24\$ 409.71
Receipts, Sept., 1924..... 616.73

Total\$1,026.44
Disbursements, Sept., 1924... 365.15

Balance as of 9-30-24.....\$ 661.29

Unfinished Business

Each member who was not present at the September meeting was taken to task by President Thorburn. Some of the reasons which the absentee Committeemen gave were as follows: J. L. Smale stated that he was enjoying his vacation on Catalina at the time that the last meeting occurred. C. W. Cornell gave his call to Riverside on Company business as his excuse for not attending the meeting. F. L. McCulley said that he was in the northern part of the state on his vacation, and W. M. Brooks admitted that he had forgotten it. It appears that each member will have to offer a good excuse for each time that he is absent from the monthly meeting of the Executive Committee.

Mr. Thorburn presented Miss Nellie McCabe to the members of the Executive Committee, stating that this is the first time in the history of the Pacific Electric Club that a lady has held a place on the Committee. In a short talk Miss McCabe voiced her pleasure at becoming one of the Committee. The applause which greeted the announcement of Miss McCabe on the Committee and that which followed her talk evidenced the good wishes which the Executive Committee extend Miss McCabe.

Mr. Thorburn gave a most delightful summary of his two weeks in Camp, of which the following are some of the outstanding points: The mountains of Southern California are as pleasant as any of those in any part of the State. Our Camp is located in the most beautiful valley of this part of the State, with streams and lakes for fishing, hiking grounds, an abundance of natural formations and plant life to interest

those who care for the outdoor life. He stated that he saw five deer which allowed him to approach within seventy-five feet. Our President considers that all employees should become a booster for the Pacific Electric Vacation Camp.

Mr. Smale said that although he has not been in Camp for the past two years, that he has heard nothing but good of our Camp and that a great deal of credit should be given those who make it possible for us to have this place of recreation. Mr. Vickrey stated that it is the plan to increase the size of the Camp grounds and to build additional cabins for the coming season of 1925.

New Business

Mr. Black in behalf of the Terminal Freight Shed employees thanked the Club for the delightful entertainment which they enjoyed on Tuesday evening, September 30, 1924, in the Auditorium of the Club Rooms.

W. M. Brooks ask to be excused from serving on the Executive Committee for the year of 1924 and 1925, stating that he wished to pass the privilege to someone else. The Executive Committee seemed reluctant to grant this request and the President suggested that Mr. Brooks write a letter to the Committee which will be acted upon at the next meeting.

Various members of the Committee stated that much interest is taken with the educational department of the Club and Mr. Vickrey suggested that anyone who wishes additional information should address the Educational Advisor at the Club who will be glad to get in touch with each one personally to see that all is done for his benefit.

Dr. Weber gave a short talk con-

Movie Club Program

Friday, Nov. 14:

Valentino in "Monsieur Beaucaire."
Cameo comedy, "Outbound."

Friday, Nov. 21:

"The Story Without A Name," with Antonio Moreno.
Hodge-Podge, "Frozen Water," and concert by P. E. Ry. Band.

Friday, Nov. 28:

Betty Compson in the "Fair Set."
Juvenile comedy, "Barnum Junior."

Friday, Dec. 5:

Rod La Rocque in "Feet of Clay."
Cameo Comedy "Turn About."

Friday, Dec. 12:

Bebe Daniels in "Dangerous Money."
Mermaid comedy, "Family Life."

cerning a plan for a Hospital Bond for the families of the employees of the Pacific Electric Railway Company. This matter was discussed at some length by the members present and will be discussed further at the next meeting.

P. E. CLUB BULLETIN

From Nov. 10 to Dec. 10, 1924

Monday, November 10:

P. E. Band rehearsal, 8:00 p.m.
P. E. Chorus rehearsal, 8:00 p.m.

Tuesday, Nov. 11:

Masonic Club, Auditorium, 8:00 p.m.

Wednesday, Nov. 12:

Rod & Gun Club, Auditorium, 8:00 p.m.

Thursday, Nov. 13:

Club Dance, Auditorium, 8:30 p.m.

Friday, Nov. 14:

Picture Show, Auditorium, 7:45 p.m.
Northern Division Safety Committee meeting, 2:00 p.m.

Monday, Nov. 17:

P. E. Band rehearsal, 8:00 p.m.
P. E. Chorus rehearsal, 8:00 p.m.

Wednesday, Nov. 19:

The Trainmen will meet as follows:
Northern Division, Pasadena.
Southern Division, P. E. Club.
Western Division, Sherman.

Thursday, Nov. 20:

Club Dance, Auditorium, 8:30 p.m.

Friday, Nov. 21:

General Staff Meeting, Assembly Hall, 10:00 a.m.
Picture Show, Auditorium, 7:45 p.m.

Monday, Nov. 24:

P. E. Band rehearsal, 8:00 p.m.
P. E. Chorus rehearsal, 8:00 p.m.

Thursday, Nov. 27:

Thanksgiving Day. No Dance.

Friday, Nov. 28:

Picture Show, Auditorium, 7:45 p.m.

Monday, Dec. 1:

P. E. Band rehearsal, 8:00 p.m.
P. E. Chorus rehearsal, 8:00 p.m.

Wednesday, Dec. 3:

Executive Committee meeting, 2:00 p.m.

Thursday, Dec. 4:

Club Dance, Auditorium, 8:30 p.m.

Friday, Dec. 5:

Southern Division Safety Committee meeting, 2:00 p.m.
Picture Show, Auditorium, 7:45 p.m.

Monday, Dec. 8:

P. E. Band rehearsal, 8:00 p.m.
P. E. Chorus rehearsal, 8:00 p.m.

Tuesday, Dec. 9:

Masonic Club, Auditorium, 8:00 p.m.
Western Division Safety Committee meeting, 2:00 p.m.

Wednesday, Dec. 10:

Rod & Gun Club, Auditorium, 8:00 p.m.

Johnnie: "Say, paw, I can't get these 'rithmetic examples. Teacher said somethin' about finding the common divisor."

Paw (in disgust): "Great Scott, haven't they found that thing yet? Why they were hunting for it when I was a boy."

Jones: "My wife found a blonde hair on my coat."

Browne: "Well, isn't her's blonde?"

Jones: "Yes, but this was half an inch longer than her bob."

SCHOOL PLANS OF COMPANY ARE TO BE EXTENDED

Educational Advisor Hill reports that an active interest is being maintained by employees in studies at the various schools and colleges in Southern California and that records of attendance sent him by school authorities show that employees are, as a whole, attending classes regularly.

During the past month a class has been started in Storeroom practice and conduct. Two classes are held weekly and Storekeeper Fennimore has been appointed by the Board of Education as instructor. The next issue of the Magazine will cover a complete article dealing with this branch of the educational work being done by the Company and in the meantime any one wishing to join this class should call on Mr. Hill at the Club or discuss with Mr. Fennimore.

Mr. Hill is also endeavoring to arrange with the Board of Education for the establishment of a stenographic course in the Pacific Electric building, in which case employees desiring to take up this work or "brush up" in the subject may do so with little inconvenience. It is the plan to start the class at about 5:00 p. m. each day.

An apprentice course in the mechanical craft is also a possibility of early development. If tentative plans carry such a course will be installed at the Torrance shops for the benefit of employees wishing to advance their ability in mechanical knowledge.

REFLECT YOUR PERSONALITY IN BUSINESS LETTERS

Here are some of the most common mistakes in letters according to prominent authorities on English and modern letter composition:

"enclosed herewith"—"herewith" is unnecessary; receipt of "same"—"same" is vague and poor English; a large "concern"—meaning a large "firm"; he is the wrong "party"—meaning "person"; the man "that" sent you—for "who" sent you; your "favor" of—for your "letter" of; please "advise" us—for please "inform" us; we "desire," to "state"—for we "wish" to "say."

Look up the meaning of any of these words in the dictionary and note how they mean something entirely different than that for which they are often used.

And here is a list of quotations which are now regarded as obsolete by good letter writers: "Beg to state"; "are in receipt of"; "contents carefully noted"; "due to the fact that"; "trusting that"; "thanking you in advance."

Why not make all letters bright and cheery—reflecting your own personality? You wouldn't use those heavy, formal expressions in conversation, why write them in your correspondence?—H. M. B. Service.

P. E. Employee Wins Wrestling Honors



Russell Purcell, Conductor of Western Division, and his award for having won the lightweight wrestling championship for the Pacific Coast.

HERE we have young Russell Purcell who last month vindicated the claims and fulfilled the hopes of fellow Trainmen of the Western Division. The world loves a winner in no matter what field of human endeavor and by reason of his having won the Pacific Coast amateur wrestling championship in open competition last month at the Hollywood Athletic Club Mr. Purcell is a very popular young man. A handsomely engraved trophy, emblematic of his laurels, was awarded to Conductor Purcell who proved his mettle by meeting and defeating four successive and worthy opponents.

A rather striking feature of the tourney was the quick and startling defeat of our old friend Johnny Hummerich whose wrestling prowess has been demonstrated through his long continued winning streak at our annual picnics for many years past. Johnny had previously won the Pacific Coast championship and was expected to again repeat, but was found gazing at the stars in just a little more than a minute's wrestling, Ward of the L. A. Athletic being his nemesis.

In a succeeding bout young Purcell retrieved Hummerich's loss by defeating Ward in two minutes. Inasmuch as Hummerich and Purcell had met in a draw contest at the last Picnic, the latter's victory over Hummerich's master came as a distinct surprise. In the final elimination bout Purcell was paired with Everett Stowell, who had defeated all previous opponents during the tourney. He won from Stowell by a decision after an exciting contest and thus earned the title of champion.

This is not the first occasion on which Purcell has demonstrated his wrestling ability. He won his way in the Olympic tryouts last year to the finals, being sent to New York City by the Los Angeles Athletic Club. After winning several contests he was finally defeated by a decision, in which one judge awarded the bout to Purcell and one to his opponent; the referee finally decided against him. His opponent, Robin Reed of Portland, won the world's championship and has since turned professional with marked success.

Purcell is a modest chap of twenty-two years of age, has been wrestling for several years and Walter Miller, a former champion, predicts a bright future for him if he chooses to follow the game professionally. E. C. Brown, a fellow Conductor on the Western Division, seconded Purcell during the tourney and to him Purcell gives a liberal share of the glory won.

Many Trainmen friends witnessed the bouts in which Purcell was entered and voiced their glee at his success. His genial personality and clean sportsmanship has won him a host of friends in the Pacific Electric "family" who wish him brilliant success in the game at which he has shown such marked talent.

NEW X-RAY DISCOVERY WILL FATHOM MANY MYSTERIES

A new X-Ray machine, by means of which one may look through walls and floors as easily as physicians and dentists now examine parts of the human body, has been perfected. The inventors are Dr. W. D. Coolidge and his associates in the research laboratory of the General Electric Company.

The new apparatus, an oil immersed portable outfit in a box 7x8x10 inches and weighing but thirty pounds, is expected to prove of great value, especially to plumbers, electricians and other building tradesmen.

To use the new device it is only necessary to connect an ordinary extension cord to the nearest lamp socket or base plug of the household lighting system, whereupon X-rays may be produced by simply pressing a button.

The purposes for which such a device could be used are very extensive; the inventors point out that smuggling would receive a death blow, as officials could use the device in searching secret chambers of trunks and bags. Jewelers will now be able to detect spurious gems at a glance by using the rays.

Industrial Advantages of the Southland

Region Possesses All the Natural Resources Necessary to Become
Greatest Industrial Center of the Pacific Coast

By G. F. SQUIRES,
Asst. Freight Traffic Manager

AT THE present time in Southern California much interest is being manifested in the possibilities of this section as an industrial center.

The ideal climate and favorable living conditions have within the past few years attracted vast numbers of homeseekers, and as a land of homes and gardens it has now become known far and wide. That it is destined inevitably to become the center of many great industries no one who is familiar with the growth already so apparent can doubt.

For the purposes of this article the word "industries" refers particularly to any business enterprise in the conduct of which a large volume of material is handled; in other words, a business that produces freight traffic, such as factories of all sorts, lumber yards, oil refineries, quarries, fruit and produce packing houses, etc.

In selecting the location of an industrial plant several considerations have great importance. Briefly, these are a supply of raw material, a market for the product, sometimes power or fuel, labor and transportation.

In certain industries any one of these considerations may be paramount, as for instance, in fruit packing it is essential to be close to the source of production as the unpacked fruit could not be transported any great distance even with the best facilities.

Value of Transportation

In most industries, however, cheap and efficient transportation has come to be of unquestionably more importance than any other single consideration, and sometimes transportation alone determines the location. Years ago when transportation was uncertain, slow and expensive there were no large industries as we know them today. Obviously only where raw material, market and labor could be found all in close proximity was any industrial development at all possible. But today an industry may, and sometimes does, draw its raw material from almost half way round the world and market its product far and wide. This is possible, of course, mainly because of the development of transportation facilities.

In this respect Southern California

is most fortunate. Sixty-five steamship lines make Los Angeles Harbor a port of call, thereby affording a measure of cheap transportation from and to all parts of the world. And to the north, south and east three great trans-continental railway systems compete with each other and with the boat lines to handle our traffic to any point on the continent.

We sometimes hear it said that the climate of Southern California is its greatest, even its only asset, but with all due credit to our balmy climate and the large part it has played in the up-building of this section of the country, it must at least be added that from the standpoint of transportation Los Angeles and Southern California oc-

ware, various textiles and an almost endless array of metal, wood and food products are already among the output of our factories, and the list is constantly growing longer.

For markets and labor there is the already large and fast growing local population establishing a primary market of considerable importance and a potential labor supply for almost any project.

Power Potent Factor

Lastly, as to power, there is a rapidly developing supply of hydroelectric energy, the cheapest and most efficient power known, that in a few years is expected to be capable of meeting any conceivable demands. In addition there is right in our midst the enormous petroleum deposits and natural gas sufficient for many years, with auxiliary steam plants ready to meet abnormal condition or demand.

But, it may be asked, if this section is so fortunate with regard to all the requisites for successful industrial enterprise, why have these advantages not heretofore been exploited and utilized. Perhaps one answer might be that Southern California in its early days and up to the comparatively recent past, has been essentially a land of homes, whose residents for the most part were tillers of the soil. The rich fertility and versatility of the soil offered to our rather limited population an excellent medium of livelihood. With our astounding growth in population in recent years, however, it became both wise and expedient that we should look to and develop our industrial resources for furnishing livelihood to the hordes who would make this district a permanent place of abode. Forthwith the

many advantages with which Nature endowed us were capitalized and are now being exploited and utilized with amazing results.

What the industrial development of the past few years amounts to at this time can best be visualized by reciting a few facts and figures from the industrial records of the Pacific Electric Railway.

Constructed primarily as an inter-urban passenger carrying utility, the present Pacific Electric Railway system comprises the lines of what were

Harbor and Transportation Facilities Foundation of Industrial Growth

WITHOUT discounting the many other natural advantages possessed by Southern California, none have played so prominent a part in our development as an industrial center as has our Harbor and its transportation facilities.

Here rail and water carriers are co-ordinated and the products of our soils and factories dispatched to the ends of the world, as well as bringing to us raw and finished products for home consumption. Sixty-five steamship companies make the Harbor a regular port of call and during the current year 150,000 carloads of freight will be interchanged between vessels and rails.

Our conquest is only begun, according to far-visioned leaders, who predict even greater progress as an ocean traffic center than has been made in the past. They point out among other things that we are the first port of call west of the Panama Canal. That directly across the ocean from us are great empires whose combined population numbers about half of the earth's total. These nations are making greater demands each year for American products and our proximity to them gives this district a signal advantage. Being the nearest port to Mexico and the west coast countries of South America is another distinct benefit which will further promote this section's industrial expansion.

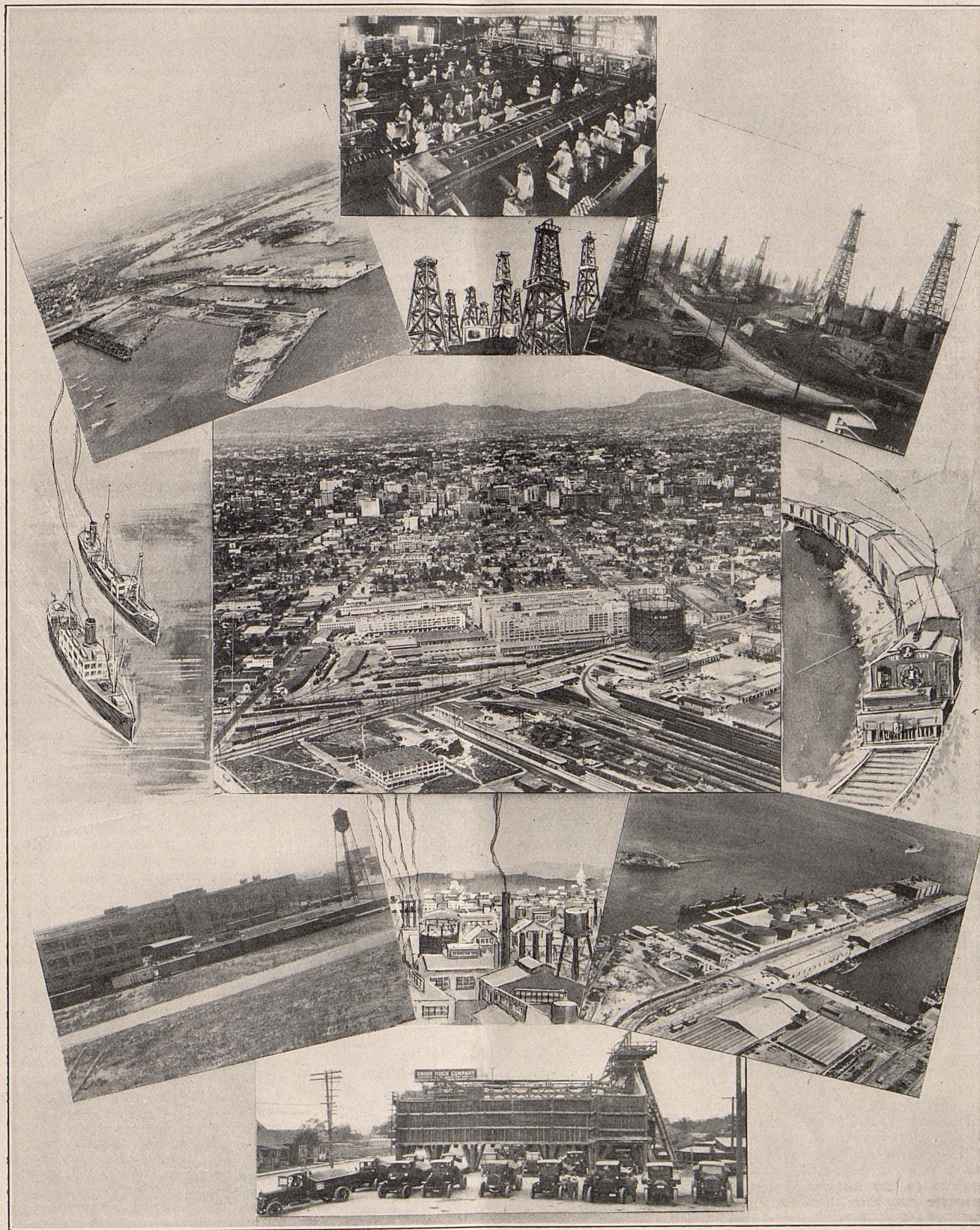
Mr. Squires in the accompanying article gives in an instructive manner a detailed recapitulation of the advantages of Southern California as a great industrial center.

cupies a position of unique advantage.

Nor is it difficult to see that still other influences have been and are at work here creating a field of great industrial possibilities. Within a radius of 250 miles of Los Angeles are produced in large quantities such varied raw materials as coal, salt, silica, cement, clay, graphite, iron, copper, manganese, soda, sulphur, lime cotton, and a long list of fruits and produce, cereals and grain, not to mention the all-important petroleum.

Brick, tile, pottery and china, glass-

A FEW REASONS WHY INDUSTRY FLOURISHES



A section of Los Angeles and her harbor and a few of the industries contributing to the remarkable industrial strides made in the past few years are seen in the accompanying pictorial layout.

once as many as sixty-three separate companies now merged into one. From the time the first interurban electric railway in Southern California was electrified way back in 1884, until the merger of 1911 when the present system was practically completed as it is today, no freight traffic of any consequence was handled and no joint rates with other railroads existed.

But when more than ten years ago the Pacific Electric Railway began to be known internationally as the greatest interurban electric railway in the world, it was natural that the energies of those responsible for its success should look for new fields to conquer and what more natural than the development of a profitable freight traffic in this territory.

Then began the long, difficult task of equalizing rates, service and the other facilities offered by the already well-established steam line. That success is attending these efforts is apparent when we examine some of the recent statistics of freight traffic handled.

A Worthy Service

For the season ending October 31, 1923, the Pacific Electric Railway handled almost 7,000 carloads of citrus fruit from the packing houses served by its lines. For the same period a little less than 3,000 carloads of vegetables and produce of various kinds originated at the various stations. In the total tonnage carried for the calendar year 1923, the Pacific Electric stood third in the State of California, involving the handling of some 200,000 cars.

Including the fifty-one fruit packing establishments, approximately five hundred separate industries are listed as served by its lines. The major portion of these industries are of sufficient size to justify the expense of private trackage facilities and the balance are located convenient to public team tracks of the Company.

Most of the readily available industrial locations in the city of Los Angeles and the districts convenient to transportation between the City and the Harbor are already occupied or in process of intensive development. Industrial "zones" have been created and every accommodation and inducement offered to prospective industries to locate therein.

The railroads are constantly being canvassed to lease or sell whatever property they may own adjacent to their rights of way, or even portions of the right of way itself. Wherever possible the carriers are eager to locate these industries adjacent to their lines for, while transportation is essential to an industry, the latter is the very life of the railroad. But while it is a general practice of railroad companies to invest some of its funds in such lands for the express purpose of thereby attracting industries to its lines, the industrial development in this section has been so phenomenal that private enterprise has been required to lay out large districts with private trackage facilities leading off one main spur track, or "drill" track as it is known, which is connected up to the main lines of, usually two or more railroads.

Taxes One of Greatest Burdens of the Nation and State

TAXPAYERS of California, in county, municipal, state and national taxes in 1923, paid considerably more than \$500,000,000 in taxes, or substantially the value of all the products of the soil of the state, fruit and farming, in their raw state."

This fact was one of many pertinent statements given the California Bankers Association, by President Paul Shoup, in an address at Del Monte recently on the increasing burden taxation is placing upon the workers and producers of the country.

"One seventh of the income of our people now goes to taxes," said Mr. Shoup. "We are paying three times as much per capital in taxes as we did in 1912."

He declared that "only the most shallow of thinkers believe taxation rests where it is initially placed," adding that "it is an element in the cost of every bit of food put in the mouth, of every garment worn, of every roof that shelters, of travel and entertainment, and, at the end, in the cost of death itself."

Mr. Shoup showed that increased taxation cannot be justified merely because the money collected is spent for good purposes, that the effect upon the people from whom the money is taken must be considered.

"In 1880," continued Mr. Shoup, "the United States Government expended for all purposes \$267,000,000. Now in the year 1924 with the war six years behind us our national expenditures are thirteen times as great as they were in 1880. There is not a property owner, or wage earner, or purchaser of anything in this country who does not feel this burden.

"In California in 1880 it cost us \$3,871,000 to run the state and the total state debt was \$3,133,000. In 1924 it cost us \$87,000,000 to carry on our state operations and in 1922 our net debt had risen to \$76,000,000. This net debt increased in just twelve years, from 1910 to 1922, from \$10,000,000 to \$76,000,000.

"In 1902 the cost of government in California municipalities was \$15,325,000. In 1924 it will be in round figures substantially ten times that amount.

"More striking still is the fact that these municipalities have borrowed vast sums against the future, mortgaging the individuals within their corporate limits for that purpose. In 1902 the bonded debt was \$10,500,000. In 1923 the municipalities had increased this amount twenty-fold, or to a total of \$201,000,000.

"In 1902 the cost of county government in California was \$14,896,000 and in 1923 this had grown to \$200,000,000 or fourteen-fold. The debts of these counties in 1902 were less than \$3,000,000. The debt is now more than fifty times as much, being in excess of \$170,000,000 which somebody, sometime must pay.

"The increase in population in that period in California has been from 1,484,000 in 1900 to 4,200,000 in 1923, or about three-fold only.

"I am not criticising these expenditures in themselves. These expenditures generally have been for good purposes.

"But in our collective life as a municipality, or as a county, or as a state, we are subject to the same laws of economy, the same rules of business, the same sense of justice and fair play that govern our private relations. No doubt each of us would like to have the finest of automobiles, a fine house with gardens and lawns encompassing it, perhaps even a private golf course of our own if our ambitions run high, and maybe a yacht on the bay. But we don't have them for the very simple reason that we cannot afford them. There is a limit upon public expenditures just as there is upon private expenditures and the municipality, county, state or nation that does not realize that fact is headed for ruin.

BOOKS DONATED TO CLUB

Through the kind donation of Lee L. Graff, Engineering Department, the Club's library last month was augmented by the addition of nine excellent books. Any employee having a surplus of books they wish to dispose of can turn them over to our Club and same will be gratefully received and add to the pleasure of the many members who frequent the library.

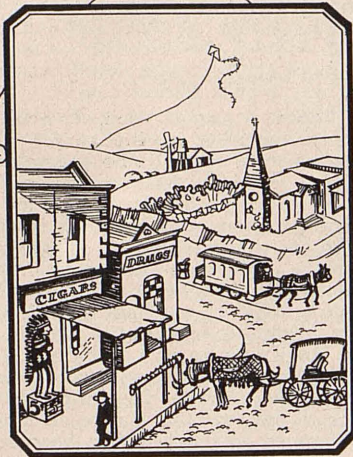
The books donated by Graff are:

"The Virginian," by Owen Wister;
"Nedra," by George Bar McCutcheon;
"Virginia of the Air Lanes," by Her-

bert Quick; "Middlemarch," by George Eliot; "Felix Holt," by George Eliot; "Hunchback of Notre Dame," by Victor Hugo; "Quo Vadis," by Henryk Sienkiewicz; "Arizona Nights," by Stewart Edward White; "Goethe," by Goethe.

Ain't It The Truth

I have just learned of an editor who started poor twenty years ago and retired with a comfortable fortune of \$50,000. This was acquired through industry, economy, conscientious effort, indomitable perseverance, and the death of an uncle who left him \$49,990.—Exchange.



YESTERDAY in the Light of TODAY Fashions

By CHARLES K. BOWEN



IF ITS A bit out a style but too good to discard, garnish it with moth balls and lay it carefully away, and some day it will be quite au fait." Thus did my wife broadcast to her one-man audience her theory that styles come in cycles; same as Halley's comet, and seasons of low rainfall in California.

She may be right; most always she is, but I feel safe in saying that the time required to complete one cycle must be considerably greater than that which separates one season of little wetness (atmosphercally speaking) in California from another of even less moistness. On the other hand, it may come about that by the time Halley's heavenly hobo again flashes into view, members of the deadlier sex will once more blossom forth in all the seductive loveliness that comes with bustles and leg-o'mutton sleeves. If such be, I only hope that Mr. Halley keeps his comet out of the picture until such time as I have been gathered into Abraham's bosom. The devotion I bear the sharer of my joys and woes has for long been the scandal of life-time friends. It has survived much, and is prepared to endure much more, but not that.

Hark Back To Aunt Mary

It may be that the wish is the immediate ancestor of the thought when I say that I am enough of an optimist to hope and believe that Gala Maud is all wrong in her style-cycle theory. I don't believe fashions in dress, once cast into the limbo of things that have been, ever return, God knows I hope not, and I say it in all reverence. Can you, who admire the trim form of Mother, wife, sister or sweetheart, look at the cabinet photograph of Aunt Mary, taken in the spring of eighteen eighty-five, and wish for a return of what passed for stylish attire at that period? Look at it, man. Oh! you've got her picture in the old red plush album



somewhere, dig it out and find Aunt Mary and subject her to a critical scrutiny. First note the fixed and glassy stare in her wide-opened eyes. That's because her hair is drawn so tightly on the top of her head that she can't wink to save her life. And her ears! She's exposing her ears to the shameless gaze of a ribald world. Her sister, two generations removed, may have enlarged the field of view for an outdoor exposure, but never to the extent that she uncovers her ears.

Then let your admiring gaze rest for an instant on the noble sky-piece that tops Auntie's head. Do you wonder that one of the popular songs of that day was "Where did you get that Hat?" The query was reasonable and timely. I'll hazard a guess, based solely on the objects adorning the lady's lid, that she swiped the prize basket of flowers and fruits from the county fair, added a coupla ribbons for strings—set it atop her head and skewered it through with two of those twelve inch harpoons that served both as hat pins and as weapons of defense with which to repel the over-bold swain, and Lo! she was possessed of an Easter bonnet calculated to cause her less resourceful sister to throw a mental brain storm of futile envy.

But you a jitney you can't name the outer garment that holds Aunt Mary's body in a vice-like grip from waist to throat? Wrong; Its a "basque," Don't tell me, I know. And tho you can't see 'em there are precisely thirty six smoke colored buttons that have to be fastened up the back each time Auntie wears that basque.

Poor Uncle John

They do say poor Uncle John wasn't quite right in his head along towards the end. He used to make bets with himself that the thirty sixth button would come out in the thirty fifth button hole and his relief when he'd lost was quite pathetic.

The balance of Aunt Mary's outer raiment consists of a black bombazine polonaise falling to a point about one-quarter inch above the ground, and black buttoned shoes with roomy toes and wide, sensible heels.

It isn't for a mere man, however domesticated and broken to double harness he may be (and "broken" used in that sense, is a peculiarly appropriate word) to even guess at the more

intimate and adequately hidden garments that comprised the rest of Auntie's costume, but again I'll risk a modest wager that up to four stiffly starched and rustling petticoats assisted in giving that polonaise its bulgy effect over the hips.

For the benefit of such of my feminine readers as are still on the giggling side of thirty, let me explain that "petticoat" was the name given an under-garment cut along generous lines and designed primarily to keep the wearer thereof in a constant state of mental turmoil. Who—past thirty—but remembers the concentrated agony and pathos of that oft repeated query "Does my petticoat show?"

Sound droll, I dare say, to the modern girl whose dainty substitute for those four petticoats, when and if worn, consists of a single, diaphanous garment, technically, I believe, known as a "step-in," and which, since it stops somewhere in the vicinity of her dimpled—or otherwise-knees, rarely causes her any uneasiness for fear it may "show."

Well, poor Aunt Mary has served my purpose as a horrible example, and, at that, she had her good points; they sort of stuck out, here and there, all over. Lets close the album and trace the ever changing fashions in clothes through the mediumship of memory's kaleidoscope.

That there has been a gradual change for the better in the styles of Women's clothes seems to be self-evident. Let the doubter open the old plush album again and run through its pages if he requires visible proof.

Remember "Mother Hubbard?"

As far as I am concerned, I need but contrast the sunbonnet of my boyhood with the boyish sport hat of today to note an improvement in women's head-dress. Surely the dainty bungalow apron of today compares rather more than favorably with the dispirited "Mother-Hubbard" of eighty-five; and who, but given the choice, wouldn't rather look across the breakfast table at a head crowned with a be-ribboned



lace cap than at one wrapped round with a towel that, despite its voluminous folds, was all too often inadequate to hide a whisp of tortured hair twisted round a bit of white cotton string, precursor of what would later be a corkscrew curl?

Of course there has been improvement. It was inevitable. By the late Eighties, atrocities in women's apparel had reached a point where something just naturally had to be done about it.

Man is a long suffering cuss, but individually and collectively, he is just another cousin Egbert, he can be pushed "just so fur." Any way, any change was for the better; when bustles reached such dimensions that the fashionably dressed lady was forced to sit sideways on any chair that had a back, their (the bustles) doom was sealed. When hats reached the stage of pastoral decoration where even Dobbin, tethered to the post office hitching rail, was innocently misled into grabbing off a mouthful of pseudo grapes and cherries and apples and wheat-straw and what not from the latest creation that was borne aloft on the queenly head of Miss Penelope Hightower, it was hailed as the beginning of the end of the "garden and orchard" decorative scheme for milady's hat, and all good citizens rejoiced thereat, and if my memory serves me right that particular Dobbin was retired to a life of ease and idleness.

Let it not be understood that the transition from any particular style to that now in vogue, came all at once, far from it. Take the matter of hats, for instance. Just because she stopped piling on fruits and flowers and vegetables, don't think for a minute that the belle of eighteen-ninety fell all at once for an unassuming little head dress. Give a look at the Gainsborough hats worn by the original Floradora girls, not the least lovely of whom, and certainly the most accurate markswoman, being the late lamented Nan Patterson. Nothing skimpy about those hats. To err on the side of conservatism, I should say they were about a yard across and each adorned with three or four ostrich plumes of a magnificence calculated to make Mr. Cawston's finest rooster hide his head in baffled shame.

What Do You Mean—"Gown?"

So, too, was it with the gowns—tho, as I recall it, one never mentioned the word "gown" in my youth, in mixed company, it standing for that intimate garment in which ladies retired for slumber. Call it what you will, however, from the horror of the eighties it underwent many transformations before reaching its present state of perfection. There was, at one time, the "sheath" gown; and it was all that the name implies. How in,—well, what I mean to say, is, how a women ever got into one of 'em is the worlds' second greatest mystery. The greatest of course, being how, once in it, she ever got out. There was—admittedly—no opening of any sort save at the top, where the head emerged, and at the foot, where one could catch a glimpse of a protruding toe; never, by any chance of an entire foot. Any way, neither of the apertures noted could, by any stretch of the imagina-

tion, be large enough to enable the wearer to crowd into it from either direction.

The most reasonable assumption is—disregarding anything of a magical or of a supernatural nature—that it was fitted on the living model, sewed in place round her, and when she wanted out, she went into a turkish bath and simply melted out.

Came next the very daring and chic French creation known as the "directoire" gown, its brief bid for fame, resting upon the fact that on one side it was apparently slit from waist to hem and actually from knee to hem. The vision of a neat silken clad limb (legs didn't come in till after the beginning of the short skirt era) alternately appearing and disappearing through the slit skirt, made many a hurrying business man forget what he was hurrying in that direction for, caused him to alter his course, and to remember the cause of his former rush only when re-



luctantly forced to conclude that the slit in the skirt above the knee was but a snare and a delusion.

Hobble Skirt Atrocities

I think the hobble skirt followed the last described agency for the downfall of innocent man. Since it worked on the reverse principle of the slit skirt, one might suppose it was woman's mute but contrite admission of guilt and acknowledgment of a desire to atone that brought about its birth. Be not deceived, my brothers, as to its true nature. True, it was a modest appearing affair, built along the same general lines of the conventional kimona that is draped about the well known wienie, which is to say it was cylindrical in shape, and gathered, top and bottom, into a narrow band of the same size. The proud wearer of a hobble skirt was a fearful and wonderful sight when she set sail and attempted to navigate the busy thoroughfares so clad. The length of her stride was limited by the size of the lower band. This, as I recall it, depended upon the size of the wearer's own underpinnings from the knees down. The rules governing being that the hobble should be barely sufficient to permit of its being yanked above the knees to enable the hobble-ee to

board a street car, or climb her own front steps. Now, you, I trust, sense the possibilities of this insidious garment, without the necessity of further and more embarrassing detail from one who was ever a modest chap.

Follows a period when I was too greatly absorbed in the career of a certain young damsel who shamelessly and openly flirted with me when clad mostly in pink rompers, cut full across the mid-section, to take much interest in what woman-kind at large was wearing. Finally, however, when she at last discarded her rompers for the demure frock of a school girl, I once more began to look about me and to take stock of women's fashions.

Can you sense the amazement with which the evident fact was driven home to me that there were no longer any women in the world? Absolutely none! Girls, I'll grant you, by the thousands, but no grown-up women, who previously were always to be so differentiated by reason of their affecting long skirts, whereas, girls wore short skirts. Yes sir, so short that in some instances—providing the girl was quite young—the skirts scarcely came to her shoe tops.

But, good goshness Miss Agnes, at the time of which I now write, every woman who could toddle out (and most of them were toddling—out) wore short skirts, and when I say short I mean short. Lots of 'em wore them of such a length that had they thought to wear their stockings then, as they wear them now—rolled—it would have appeared that a thousand Harry Lauders had come to town.

Comes Disillusionment

Disillusionment was inevitable, some of our most cherished beliefs were busted all to smithereens. Fixed as was my conviction that the female form was divine, and, ergo, perfect, it was only after a stubborn fight that the unescapable fact was hammered home to me that practically all women were either bow-legged or knock-kneed.

Coming down to the present, they are wearing them longer now. Generally speaking, the modern dress runs mostly to straight lines, which puts those ladies whose architectural schemes follow the same principle—to say nothing of those who run more to the Moslem type, with its rounded towers and bulging domes—upon terms of closer equality with the more fortunate sister who inclines to graceful curves. It makes for a common level, if you get what I mean. They are even emphasizing the stream line effect by wearing a long smock now, the general effect being that of a rather flashily attired Chinaman, or a somewhat convivial soul of the sterner sex, careless of the fact that he has forgotten to tuck in his shirt-tail.

The modern hat may be dismissed with but scant attention. Covering, as it does, a short haired woman, it can be of but one common, or kitchen pot type. It is true that of late, a somewhat pathetic attempt has been observed to strike a new note, but it merely takes the form of elongating the crown till it somewhat resembles the opera hat in vogue when Grant

(Continued on Page 20)

TIMELY TOPICS FOR TRAINMEN

Continuing the series of articles dealing with Trainmen and their relations with our patrons, this month's subject deals with the directing of passengers on cars.

THIS subject vitally affects the convenience of passengers and the successful handling of traffic. There is no way in which a car can be made so uncomfortable for both passengers and conductors as when passengers block the platform, stand in the doorway or crowd together in the entrance of the car when there is plenty of room elsewhere. There is no way in which the regular duties of a conductor can be so interfered with as by having passengers decline to comply with his requests and draw him into arguments.

Directing Passengers on Car

A. TO PREVENT CONGESTION

- | Situation | What To Say |
|--|--|
| 1. When passengers crowd rear platform or block the door. | 1. Step inside PLEASE, do not block passage |
| 2. When passengers congest rear end of car having room toward the front. | 2. Step forward PLEASE. |
| 3. When passengers spread out on seats excluding other passengers. | 3. PLEASE make room for passengers who are standing. |
| 4. When passenger stands between controller and step on rear platform. | 4. Will you PLEASE move a little, I am required to stand there. |
| 5. When conductor is going by passengers in crowded car. | 5. Excuse me PLEASE. |

B. GIVING DIRECTIONS IN CHANGE OF CARS

- | | |
|---|--|
| 1. When requesting passengers to change cars due to disabled car. | 1. This car is out of order. PLEASE take car behind (or ahead). |
|---|--|

C. GIVING MISCELLANEOUS DIRECTIONS

- | | |
|--|---|
| 1. As to smoking. | 1. Smoking on the front open section only, PLEASE. |
| 2. Any special order or direction. | 2. Begin or end order with "PLEASE." |
| 3. When passengers are riding on step or bumper. | 3. Step in off the (step or bumper) PLEASE, it is dangerous and against the rules. |

An important division of this subject is that which has to do with giving directions in change of cars.

Changing cars on the line, whatever the cause may be, is nearly always a source of annoyance to some passengers because it represents a certain inconvenience for all passengers. But if the reason for the change of cars is known to the conductor, he can avoid many complaints by courteously explaining to any passenger who may inquire.

Satisfactory relations between conductors and passengers depend upon the passenger's ability to understand and willingness to comply with the directions he receives quite as much as in the case of protecting passengers when boarding and alighting. That is why clearness, simplicity, and uni-

formity have been deemed important in the phrases presented.

A good many conductors probably have thought at first when they looked over the phrases suggested, "Why cannot I get up my own explanation for these situations which will be just as effective as the explanation the management has presented?"

We answer: The average conductor on our lines could undoubtedly get up a set of explanations quite satisfactory in clearness and simplicity. But would he always use his own standard phrases? And if all conductors had their own standard phrases, the passengers certainly would get a good many different versions of the same request or instructions.

It is a good deal like some of the standard requirements of army discipline.

The irregularity of methods which army discipline prohibits as a first requisite is equally disorganizing in a railroad where people have to be carried in large numbers and hundreds of cars have to be operated on close schedule.

Military efficiency depends largely upon the ability or commanding officers to make the organization respond quickly and effectively to orders. Operating efficiency on a street railroad rests on about the same basis.

Uniform observance of correct practices is an absolute essential in securing prompt obedience. There is no better way for P. E. men to prove this to their own satisfaction than by the use of the phrases suggested here.

THREE GROUP AND MORTUARY PAYMENTS IN OCTOBER

Three additional deaths occurred in the ranks of the "family" during the month of October and Group and Mortuary insurance was paid to the dependents of our unfortunate fellow workers totaling \$7500.

The wife of Edgar Lucien Larkin, account of whose demise appears elsewhere in the Magazine, received combined insurance totaling \$1500.

The widow of Zeb T. Pate, Southern Division Motorman, who died of pneumonia, was paid Group insurance to the amount of \$2500.

Ben Pugh, Freight Brakeman of the Southern Division, who died of heart trouble, carried \$3500 Group Insurance in favor of his wife. A payment of \$1000 Mortuary insurance was also made to Mrs. Pugh.

The disability clause of the Group Insurance Plan availed two afflicted employees of monthly payments of \$51.75 each.

We extend the profound sympathy of the Pacific Electric "family" to the wives and families of our fellow workers in their sad losses.

Proved

She: "I showed father the verses you sent me! He was pleased with them!"

He: "Indeed! What did he say?"

She: "He said he was delighted to find that I wasn't going to marry a poet!"

Not His Fault

Mistress: "Mary, your young man has such an air of braggadocio about him."

Mary: "Yis, pore lad, he worruks in a livery stable."—Farm and Home.

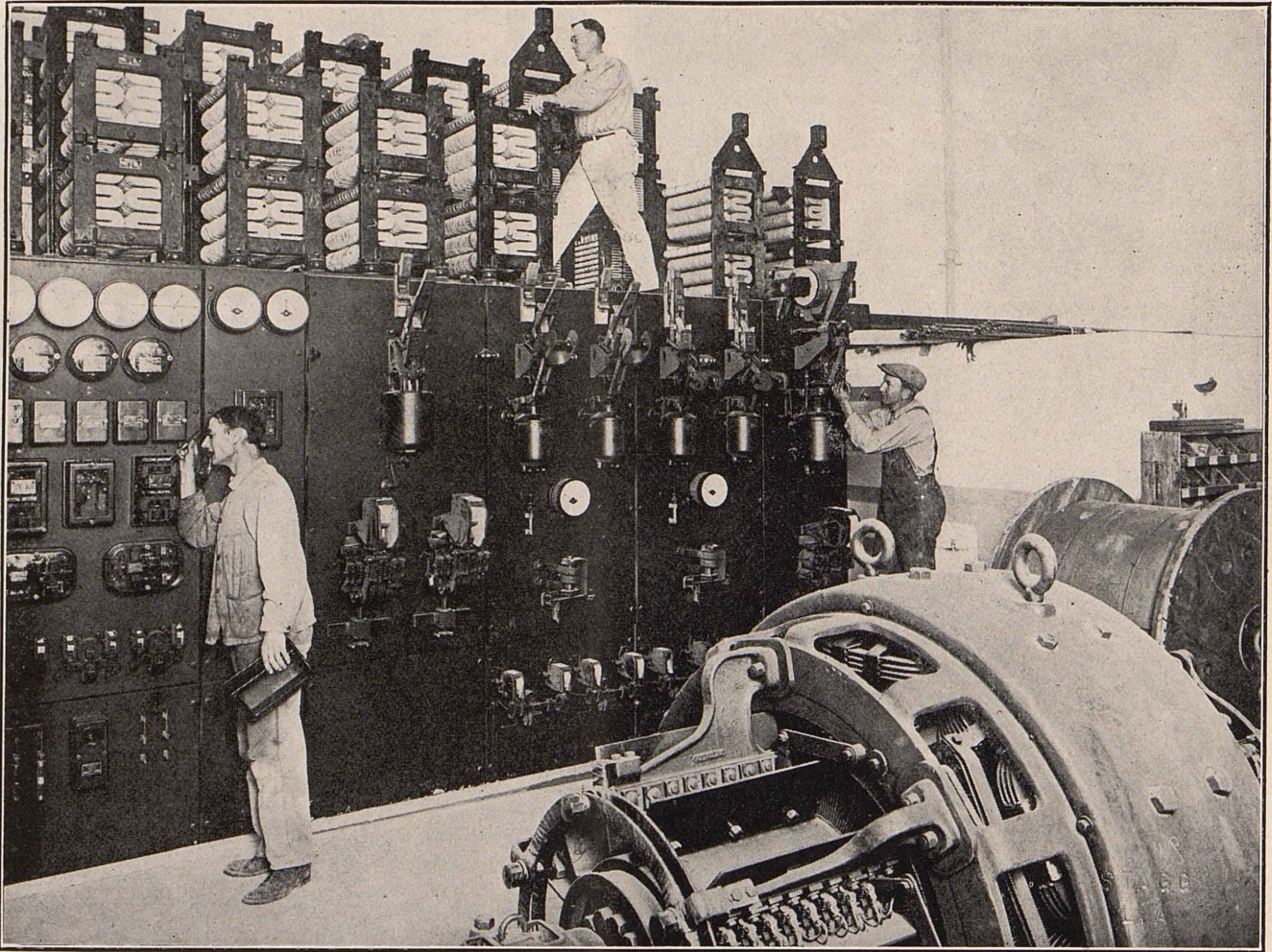
PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—SEPTEMBER, 1924

Passenger Revenue	\$ 1,051,365.32	
Freight & Switching Revenue	553,160.69	
Other Revenues	50,024.52	
Total Railway Operating Income	\$ 1,654,550.53	
Total Railway Operating Expenses:		
Wages	\$783,800.55	
Other Charges	393,199.56	
Transportation for Investment Credit	2,286.72	1,174,713.39
Revenue Less Operating Expenses	\$ 479,837.14	
Depreciation	\$ 42,285.00	
Taxes Assignable to Railway Operation	98,098.89	
Total Depreciation and Taxes	\$ 140,383.89	
Revenue Less Operating Expenses, Depreciation and Taxes	339,453.25	
Non-Operating Income	49,727.68	
Net Revenue	\$ 389,180.93	
Interest on Bonds and Other Debt	\$344,475.59	
Rent and Miscellaneous Income Deductions	96,438.64	
Total Deductions	\$ 440,914.23	
Net Loss for month	\$ 51,733.30	
Net Loss for Nine months	\$ 112,125.94	
Total outstanding Deficit as of Sept. 30, 1924	\$13,585,827.44	

Los Angeles, Calif., Oct. 25, 1924.

L. A. LOVELL, Auditor.

VINELAND LATEST OF AUTOMATIC SUBSTATIONS



Installing and setting up new 1200-volt automatic equipment at Vineland Substation.

By L. H. APPEL,
Asst. Superintendent of Power

THE Pacific Electric Railway Company will place its first 1200 volt D. C. automatically operated substation in service at Vineland on the San Bernardino Line about December 1, 1924. Heretofore the Vineland Substation has been manually operated, but with the necessity for providing additional capacity at both the Vineland and Ramona Substations, it was decided to re-install the manually operated Vineland 1200 volt Motor-Generator equipment in the Ramona Substation, thereby increasing the capacity of the station by 1000 kilowatts, and install a complete new automatic equipment of larger capacity at Vineland and at the same time completely modernize and fire-proof both substations.

The equipment consists of a two-unit, six phase, 50 cycle A. C. synchronous converter, having a total combined capacity for the two units of 1500 kilowatts, and having a D. C. voltage of 1200; one 1575 Kva. 16500-volt, three phase, six phase self cooled oil in-

sulated transformer and complete substation control equipment, including oil circuit breaker and lightning arrester.

Each unit of the two unit converter consists of a 750 kilowatt, six phase, 50 cycle, 600 volt, 1000 R.P.M. synchronous converter for operation in series on 1200 volt D.C.

The automatic equipment consists of an assemblage of relays, contactors and other devices for starting, shutting down and fully protecting the substation against all emergencies, independent of any manual operation.

The installation represents the very latest development in automatic equipment and is designed for operation on an alternating current frequency of 60 cycles, as well as for 50 cycles, the present standard frequency in Southern California. The equipment will carry 200 per cent momentary overload without injury, and is amply provided with the required protective features of control which include relays and thermostats for protecting the

equipment against overloads, underloads, overheating or excessive machine temperatures, reverse-current operation, overspeeding and attempts of equipment to start on single phase or low A.C. voltage. Also a separate relay provides for locking out equipment in case of trouble which cannot be corrected automatically.

Briefly, the principle of the automatic substation is as follows: The substation is started by a load demand which causes the trolley voltage to drop below a predetermined value. The station is stopped automatically when the load drops below a predetermined minimum and continuous period. In the case of the Vineland Substation, the control equipment is designed for automatically starting the converters when the D.C. trolley voltage drops to 900 volts or less for a period not exceeding two minutes, and for automatically shutting down the converter and entirely disconnecting the transformer from the 15000 volt A.C. bus, when the D.C. load drops to less than

50 amperes for a period not exceeding five minutes.

At the present time the Pacific Electric Railway Company has nine automatic substations in operation, with six more authorized or under construction.

OFFICIAL RELATES RAILWAY OBSERVATIONS IN EAST

General Superintendent Annable, following his return last month from the A. E. R. A. Convention at Atlantic City, has some very interesting experiences and observations to relate.

Pressure of business prevented Mr. Annable from giving a detailed account of his entire journey in this issue of the Magazine. He did, however, give us a few of the highlights of his observations along the way, and here are some as he related them.

Mississippi and Louisiana, as well as some other states, have advanced in their protection of motorists to the point of requiring all vehicles to stop before crossing railroad tracks at grades. The sign "STOP, Mississippi Law," are large enough to command the attention and apparently they do as the number of crossing accidents is said to be very small.

At one railroad crossing in the south the venerable crossing flagman hobbled to his position beside the track leaning on a cane to which his red flag was attached. This was certainly a safety measure. The flagman couldn't walk without the cane and therefore could never be on duty without the proper signal apparatus.

Riding over an eastern interurban electric line the eccentric signal whistling of the motorman was noticeable. Sometimes for a crossing two short and two long blasts of the whistle were given, the last invariably dragged out to a dying wail. This was varied as fancy dictated until every possible combination appeared to have been used. Apparently no attention was being given by the Supervisory Officers to a proper use of the signals and prescribed by the rules, overlooking the fact that there is a real reason behind every rule which warrants its strict observance.

One southern railroad has adopted as its standard crossing whistle sign a board on which are painted two long bars across it with two dots below, indicating the two long and two short blasts required by the signal. It was noticeable that on this line the whistle signals were clean-cut and correct.

In the gallery of the Grand Central Station in New York is kept an historical exhibit showing the development of the railroad from its crude beginning of nearly a century ago. The original train drawn by the locomotive DeWitt Clinton and consisting of coaches with stage coach bodies, is there. Samples of the original track and the track of today show amazing contrasts.

A model freight train contains a Pacific Electric car, far from home but not looking out of place in such distinguished company.

In cases are shown the Warther models of New York Central locomotive carved from wood and bone in spare time during ten years by a steel

Basket Ball Teams Being Organized by Club

OUTDOOR sportsmen have occupied the limelight in the athletic activities of the Club in years past, and now the indoor athlete is to come into his own, thanks to Club Manager Vickrey.

Basketball enthusiasts will receive with pleasure the announcement of Mr. Vickrey that teams are to be formed in and representing the various departments of the Company. Contests will be scheduled at frequent intervals and for the present arrangement will be made with high schools and club organizations for the regular use of courts.

Mr. Vickrey also stated that a league is now being formed to be known as the Commercial Basketball Association whose teams will be made up from several of the local public utilities and industrial concerns. It is desired to enter a team in this league as officially representing the Pacific Electric Railway and from the departmental teams it is hoped to gather a quintette which will make all other clubs look to their laurels.

Request is made by Mr. Vickrey that those interested get in touch with him at an early date and he will give the desired information as to his plans and latest developments.

mill worker. So perfect are these models that they are operated by electric motors. Even the bell cords are carved in graceful lines.

On the lower level in the Grand Central Station, where, in space cut from solid granite, electric trains are operated on thirty second headway during rush hours, is the largest interlocking plant in the world, controlling 140 switches and 232 signals. On this lowest level is also a loop track around which multi-unit trains are turned. Signal maintainers say that almost the only trouble they have in this great plant is caused by rats in the conduits which gnaw the insulations from the wires, causing short circuits.

EMPLOYEES IN HOSPITAL

Fourteen employees were confined at the Pacific Hospital, 1329 So. Grand Ave., at the time the Magazine went to press, the following being the roll call:

James Richardson, Watchman, Mechanical Dept.; Harry Widrig, Lineman, Elec. Dept.; G. Sasa, Laborer, Eng. Dept.; Michael Oriza, Machinist, Mech. Dept.; Jose M. Licea, Laborer, Eng. Dept.; Mrs. Grace Reed, Clerk, Auditor's office; A. W. Chanslor, Clerk, Gen'l. Freight Dept.; H. M. Boehme, Timekeeper, Trans. Dept.; J. B. Bone, Switchman, So. Div.; W. Murray, Car Repairer; W. T. Reed, Adjuster, Claim Dept.; Frank Eckner,

L. A. MOTORBUS EMPLOYEES HOLD HALLOWE'EN PARTY

Following the success of the initial party of the employees of the Los Angeles Motorbus Company, a Halloween masquerade party was staged a few days ago. The following account of the event was submitted by Manager Van Vranken:

On Saturday night, November 1st, a very enjoyable Halloween masquerade party was held in the Assembly Room of the Los Angeles Motor Bus Company's Garage, at 1023 North Virgil Ave., this party being one of monthly events.

E. A. Parker was chairman of the Entertainment Committee, assisted by Messrs. H. J. Gurr; W. F. Hanners; W. Reed, R. V. Dorn; F. E. Curran; B. E. Johnson and L. W. Powell. They did splendid work and provided a very enjoyable entertainment. The numbers were interspersed between dances.

The entertainment consisted of the following numbers:

Vocal solo by R. V. Dorn, W. F. Hanners and L. W. Powell. Vocal quartet by F. E. Curran, B. E. Johnson and R. V. Dorn. Violin solo by B. E. Johnson and a recitation by W. Reed.

All of the above named are employees of the Operating and Mechanical Department. Mrs. E. A. Parker, who played accompaniments for the vocal numbers acquitted herself most creditably.

Mr. Avery Morton of the Mechanical Department was chairman of the Reception Committee and Mrs. Lillian Cunningham was chairman of the Decorating Committee, assisted by Mrs. Hill; Miss Libby; J. C. Thorpe; J. B. Roberts and H. K. Scholder, all of whom took a great interest in seeing that the Assembly Room was beautifully decorated.

This being a Halloween party, hot doughnuts and cider were furnished for the refreshments, which was thoroughly enjoyed by all present.

The costumes worn by many of the masqueraders were very artistic and characteristic of the Halloween time. Prizes consisting of a \$2.50 merchandise order on J. W. Robinson's Store and an order for a uniform shirt were awarded to the lady and gentleman wearing the most appropriate and artistic costume.

The entire program developed the fact that there was some splendid talent among the employees of the Motor Bus Co., and there is no doubt an active interest will be taken for the future monthly parties.

Yard Cleaner; Tohis Ojeda, Laborer, Eng. Dept., and R. R. Parsons, L. A. Motor Bus Co.

A word of cheer will help our unfortunate fellow workers and their friends are invited and urged to call on them while confined.

Irate wife (discovering scofflaw husband on front steps fiddling with door-knob): "What are you doing there, Webster?"

Husband (continuing to turn knob): "Pssh! I'm trying to get Pittsburgh."

gross revenue to the Pacific Electric in the last 12 months. If those services were co-ordinated this business would be carried almost entirely on the electric lines, and the motor buses would be used where they would take the passengers not otherwise cared for. That would mean that allowing \$800,000 net out of the \$1,300,000 (because after all the Pacific Electric would not be called upon to increase its facilities, except in a very limited way, and it would not have to add a great many cars to its service) we would be able to make an investment on a 6 per cent basis of some \$12,000,000 or \$13,000,000 to help take our tracks off the streets, and build terminals in the city of Los Angeles. We operate almost entirely on private rights-of-way outside the city. Perhaps we would be able to furnish more buses in some sections that needed them, and in every way we would be able to give a more efficient and economical public service.

You may be interested in a similar careful estimate with respect to the Southern Pacific Company, its lines in western Oregon, south of Portland, and west of El Paso, Tex., where we furnish service which would be availed of and which would meet the situation if there were no motor buses, and where our losses amount to about \$4,000,000 per annum. A very large part of this is net, and you can capitalize the amount that would be saved if we had a co-ordinated service, and which could be devoted either to reduction of fares or, what is more essential out in that territory, to an increase of facilities. If \$3,000,000 of that would mean added net revenue, and capitalized on a 5 per cent basis, because steam railroads so far have a better credit than the electric lines, we would have perhaps some \$60,000,000 that could be put into facilities devoted to useful public service. That country out there with its great growth needs all of the railway capital that it can get.

Illustrations of this kind exist pretty well all over this country and indicate conclusively the need for this co-ordination, if the public is to have its necessary railway service maintained and developed according to the growing need. If we had this co-ordination we would then have removed that fear on the part of the public as to the safety of its investments. Transportation companies would be able not only to command capital but would be able to command that capital at a lower rate of interest.

Both Are Public Carriers

Let me repeat my third statement. "In determining the share of the traffic each is to take care of that is the motor bus and the electric railway, now and hereafter, it is necessary to consider the two forms of transportation under like conditions, for eventually the motor buses will have to carry as great a share of public obligations as now do the electric railways." I think Mr. Brosseau substantially made that same statement, and

Interesting Features of Famous Mountain and Railway

FROM time to time employees are called upon to supply information concerning various features of our Mt. Lowe Railway and the information below, while known to many, is published with the view of acquainting all with some of our famous railway's interesting facts:

Distances:

Los Angeles to Rubio Canyon.....	17 miles
Rubio Canyon to Echo Mountain (Incline).....	2,680 feet
Echo Mountain to Mt. Lowe.....	3½ miles

Elevations Above Sea Level:

Los Angeles.....	260 feet
Rubio Canyon.....	1,955 feet
Echo Mountain.....	3,200 feet
Circular Bridge.....	3,775 feet
Mt. Lowe.....	4,420 feet
Inspiration Point.....	4,500 feet
Summit of Mt. Lowe.....	5,650 feet

Maximum Grades:

Between Altadena and Rubio Canyon.....	9%
On the Incline.....	62%
Between Echo Mt. and Mt. Lowe.....	7%

The Incline:

Length	2,680 feet
Ascent	1,230 feet
Strength of cable-tested to.....	100 tons
Greatest load ever imposed5 tons
Passengers carried without accident.....	1,000,000 plus

Miscellaneous Information:

Curves, Echo to Mt. Lowe Tavern.....	127
Bridges	18
Longest straight track.....	225 feet
Circular Bridge, radius 150 feet; grade.....	5¼%

that all that the motor bus can expect is fair treatment.

The electric railways, repeating something that is known to you all, have to pay taxes on their properties. They usually have to pay 2 per cent or more of their gross income in connection with the franchises they have secured. They have to pave the streets between the tracks and 2 ft. outside, sometimes for the use of their neighbors, the motor buses. They have to pay costs of grade separations; sometimes have to light the streets. They are involved in a great many expenses and contributions, and some so-called investments that don't bring any revenue to them.

The motor buses must expect (and I am speaking now from the viewpoint of an operator of motor buses) to have their burdens increased. Out in our state there is a tendency on the part of the public to look upon the motor bus as something that should rent its roadbed, that is, the public highways, as long as it does not have to create and pay for that highway as the railway companies have to do. Nearly all of the interurban railways in our state are on private rights-of-way and of course the street car companies do have to pay for the right-of-way, the roadbed occupied in the streets.

We find another difficulty out there. The operators of the private automobile, and the ownership of private automobiles is increasing all the time, look upon the motor bus as something of an interloper. They feel that the highway was created for citizens

generally and not for common carrier purposes. It becomes more and more difficult to maintain schedules, and the greater the obligation the motor bus operator feels to maintain these schedules, the greater public resentment he creates among the owners of the private machines. It may be that in time private rights-of-way will have to be created, and will be found purchased by the motor bus operators. This would be especially true if any attempt were made to hand over to the motor bus for transportation any very large part of the traffic now carried by the steam and electric railways.

Must Protect Highways

Further, there is no financial problem greater in importance with the states at this time than that of creating and taking care of their public highways. Tremendous use of these highways involves the necessity of building very much more permanent and much more expensive highways than heretofore and this same use makes the maintenance of the highways far more expensive. The result is that these states are seeking all the time for new sources of taxation to take care of this tremendous burden, and they look upon the motor bus as one of the coming sources—I was going to say "something more to be plucked," but it seemed hardly fair. Nevertheless, if anyone goes out and examines the magnificent exhibit of motor buses at this electric railway convention, he must realize that a tax collector, if he should happen to stray into that hall, would feel that there

was wealth unparalleled. I had to explain that to one of my friends last night. He said, "Where are the electric railway cars at this convention and why all these motor buses?" The best explanation I could make was this: That all the electric railway cars were in use.

Proceeding Cautiously

We are trying out this matter of co-ordination in southern California. Perhaps we have been a little slow about it, but after all I am not so sure as to that, judging from the results. The Pacific Electric Railway is perhaps one of the largest interurban, yes, and city bus operators, in the United States. We have 160 buses in operation at this time. We have over \$1,000,000 invested in them. Most of these have been put in service in the last twelve months. We expect to increase that number. In some other sections of California and Oregon we are putting buses into operation. I don't mean the Pacific Electric, but other companies with which I am associated. The Los Angeles Electric Railway in southern California, operating some lines jointly with us and some independently, has, I believe, now over 80 buses in service. These two companies therefore have about 250 buses in operation in and around Los Angeles. We are getting some first-hand experience. We are trying to do just what Mr. Brosseau suggested; that is to say, to supplement the service of the electric railways with the automobile business, to take care of those sections of the community that have been built up away from the electric lines, and where construction of electric lines under the present conditions, with the tremendous expense of street paving, heavier rail and so on, is not justified.

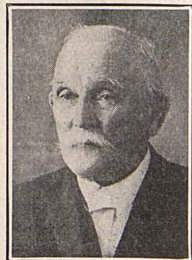
Well, we are getting a good deal of experience. It is costing the Pacific Electric now about \$20,000 a month; that is to say, we are falling short to that extent in getting a 6 per cent return upon the investment, depreciation and operating expenses. We are hopeful (we are still in the pioneer stage) that expense will be materially reduced in time to come.

In any event we are willing to take on this obligation; in fact, the people of Los Angeles by a very decisive vote decided that the Los Angeles Railway and ourselves should take on the obligation, rather than have Mr. McAdoo come in and help us out in carrying on transportation in that city. We are trying to fulfill that obligation. It may be that we will not realize anything net out of it, but I would just say, by way of caution in that connection, that it is very easy to over-extend the use of a motor bus in the way of supplementary service. It would be very easy indeed for the Pacific Electric to multiply this loss of \$20,000 per month many times over.

We are giving an essential service down there, and our point of view is that we are not called upon under threat of having that service paralleled by some motor bus line to go into a territory with an extension of motor bus service where eventually that motor bus service will not pay its way, or at least justify itself in connection

Popular Scientist Passes After Long Illness

THE passing last month of Prof. Edgar Lucien Larkin removed a beloved and renowned personage to the life beyond. The death of the Professor occurred in Upland at the residence of his son on October 11th. He was seventy-seven years of age.



PROF. LARKIN

His death was the outcome of a long period of invalidism following a major operation last March. After three months at the Pacific Hospital, where every care and attention was bestowed upon him, he was taken back to the Mt. Lowe Observatory to convalesce in the hope that his old association amid surroundings of Nature would prove stimulating. He did not make the progress hoped for and was removed to Upland where after a number of weeks his physical powers waned and he passed away.

Associated with the Company for twenty-four years, Professor Larkin was indeed a prominent and revered member of the Pacific Electric "family." He took charge of the Observatory in August, 1900, succeeding Dr. Lewis Swift. An authority of rank in astronomy, Prof. Larkin's enlightening lectures to visitors at the Observatory served to give many an insight to the wonders of celestial regions and his presence at the Observatory enticed visitors from far and wide. For many years he contributed copyrighted scientific articles to one of our leading newspapers and he was the author of three illuminating books, entitled "Radiant Energy," "Within the Mind Maze" and "The Matchless Altar of the Soul."

Characteristic of many famous men, Prof. Larkin's achievements were won

with the operations of the electric railway. Certainly the electric railways are entitled to protection where they are giving an essential public service, and no threat of what will be done to their paying revenue lines should induce anybody to put on a motor bus line, or for that matter, any other kind of transportation, in some outlying section that they do not feel directly or indirectly is justified. If a situation of that kind comes about, then we ought to take our case to the public and point out the nature of the threat and what is attempted in the way of destroying this essential service to the public, because of the desires of a comparatively small number of people or perhaps of real estate owners to secure a service that is not justified.

I haven't said anything much about the motor trucks, but the same arguments that apply to the motor bus apply likewise to the motor trucks. In fact, where the electric railways have been giving a freight service they have probably been more seriously inter-

fered with by this itinerant and unregulated motor truck service than they have by motor buses in passenger service, proportionately speaking.

It is very hard indeed to regulate the motor truck service in California; we find that there are a great many motor trucks operating as public utilities that are not responsive to the law, evading it in every way they can, and with their door-to-door deliveries they have caused a very serious loss of revenue to the steam and electric railway companies. Of course, you appreciate that these losses, even though they be not very large relatively in dollars and cents, come out of our net revenues to such an extent as seriously to affect them. This motor truck competition must also be co-ordinated, must also be systematized and regulated and be obliged to carry the same burdens that we carry in connection with our freight traffic on the electric railways.

In closing permit me to suggest this. We find from examination of the reports of the motor bus and motor truck companies to the State Railroad Commission of California that they are not as a whole making much money. One of the largest ones (I think it is the largest one) is just about breaking even and giving no return upon its investment. We find, on the other hand, that the electric railways are not making what you would call any exorbitant profits and we find that the steam railroads aren't having the easiest and best time in the world.

It does seem therefore from an economic viewpoint, from the public viewpoint, from the viewpoint of the owners of all of these properties, that the sooner we get systematically and carefully at this problem of co-ordination, to the end that we may all receive some return upon our capital invested and still give an efficient and economical public service, the better off all of us will be.

FASHIONS

(Continued from page 14)

took Richmond. It would be like a breath of spring to a temporarily retired banker enjoying the seclusion of an exclusive resort across the bay from San Francisco to see, when Easter's return heralds the anniversary of the Lords triumphant resurrection, sweet young girls once more start out for church with lips encarmined with Nature's own red, with curls falling in rippling loveliness over dimity clad shoulders, and with wide brimmed hats of leghorne straw encircled with a dainty wreath of pink roses.

Gee! I must have dozed, for a moment!

Qualifications Qualify

My twenty three years of married life—successful to the extent that my present wife is my first—qualifies me as an expert husband. As such I doubt the wisdom of extending this treatise on female fashions to include any phase thereof more intimate than that which affects her dress only. If she wishes to gild refined gold or paint the lily, surely that is her inalienable right.

In painting the skin you (I) love to touch, she is but being guided by the slogan of one of our most prominent paint manufacturers who admonishes us to save the surface and we save all. Her motives are most praiseworthy. Let us not question them. It is but one more proof that self preservation is nature's first law. To be perfectly honest, who is man that he should cast the first sartorial stone at woman? Is his dress so perfect that he can attempt to remove the mote from his better half's eye when his own eye is full of beans?

The answer is in the negative, entirely so. The fact that there has been little change in the principal items that make up his costume for years on years alters not the case one whit, or even less than that. Rather does it stamp man as an insect of no mentality and of rather less initiative and originality.

How, I ask you, can any male biped possessing even the mental equipment of an Australian bushman of rather less than average intelligence, continue, year in and year out, to doll up in funny shoes that hurt, pants that resemble twin stove-pipes, vest that serves only to shout to the world that its owner has eaten part of a soft boiled egg for breakfast, a coat that's too hot for summer and too cold for winter, and last, but oh my brothers, not least, the close fitting non-ventilated felt hat that sends his discouraged hair into decline and oblivion before its time?

I've worn that same ensemble since I graduated out of short pants. My father was wearing it as long back as I can remember. Photographs of my granddad indicate that he was addicted to the same vice, and illustrations in old books seem to confirm my fears that man has always clung to about the same outfit. Why? There is no answer. The reason, if any, is lost in antiquity.

Oh, I'll grant you there have been minor modifications in his trousseau as I've rather sketchily outlined it,

from time to time. One which was all to the good, was when he discarded the derby hat for one less resembling an instrument of the Inquisition reserved for use only in extreme cases.

Fashion's Freak Edicts

Also, when my memory goes back and visualizes the "box toed" shoe of my early youth, followed by the stilet-pointed ones of my freshman year, I seem to see something in favor of the present day zapata. However, loosely speaking, pants, vest, and coat remain about the same.

Sometimes styles decree that each of these latter, in turn, shall be too large or too small, too long or too short, too loud or too subdued, but never, by any chance, are any of them quite right, at least, not all of them at one time.

Just now, for example the coat isn't particularly objectionable, nor is the vest, which seems to be about what a vest should be, tho personally, I could



never understand why it should be at all, but the pants, migosh, lookit the pants! In some ways they resemble that ship Longfellow wrote about which was "broad in the beam, but sloping aft." They are broad in the beam, alright, but they slope not, either forward or aft. Cut roomy in the seat, to begin with, this same generous, not to say prodigal, style extends down the legs, which are exactly the same size all the way from the junction south, till they terminate in floppy splendor round the feet, which in turn are completely hidden.

Viewed from the rear especially on a windy day, the proud possessor of a set of these trick pants—or, if you're one who holds that the singular (in a grammatical sense) should prevail when alluding to the garment that encases man's nether extremities, I'll amend it to read "one of this trick pant;" at any rate what I mean to say is, thus clad he resembles nothing so much as a cross between a schooner running before the wind, wing and wing, and a South Sea Islander in an advanced stage of elephantiasis.

Too, if I may be pardoned a reference to a more intimate garment, I contend that the present one-piece gar-

ment modestly dubbed a union suit, with the college degree of B. V. D. compares not unfavorably, both from an aesthetic and a utilitarian viewpoint, with the two-piece garment of our Dad's day. The upper half of this wierd affair, was pulled on over the sufferer's head, and the other half, after being draped about the lower limbs, was tied about the ankles with strings, usually on the outside of the sock.

If the idea back of the strings was to prevent the sock from coming down and the other garment from working up, it was only partially successful. It is my recollection that my Dad's socks were usually drooping in discouragement about his shoe tops, and, judging by certain impatient actions on his part, frequently repeated, the strings could have been serving to better purpose had they been fastened on the north, or equatorial, end of the garment I am trying to describe without being so crass as to call by its common, or garden variety of name.

So many crimes have been laid at the door of out-door sports that I hesitate to saddle them with another, but how else can we account for the wearing of short pants by those weak minded male creatures who goff, and by those strong minded ladies who hike?

"Joys" of The Golfer

Of course I am not unmindful of the contention of a certain pitiful, and hastily diminishing, minority, that neither hiking nor goffing come under the head of outdoor sports, said minority maintaining that sports, per se, are taken up solely, in an amateur way, for pleasure and amusement. In a weak attempt to bolster up this line of reasoning, they will challenge you to produce just one goffer who ever gets anything out of the game but grief and an added proficiency in swearing, or to show 'em a single (or, for that matter, married) hikeress who hadn't a look of concentrated agony on her streaked and anguished countenance.

Brushing aside such arguments as purile and childish, I'll again say that these two sports are, in the one case, solely and entirely responsible for short pants being worn by men who should be old enough to be ashamed of themselves, and who would be ashamed of themselves if they could see how funny they look to their uncharitable caddies; and in the other case, for the wearing of this very difficult garment by large flocks of the otherwise fair sex,—all too few of whom possess the God-given attributes to enable them to appear at their best when so attired.

And right here I'm going to produce my little iconoclastic hammer and take a crack at a smug little image that man has long set in his secret niche of self-complacency, and see can I make a small dent in it anyhow. I allude to his belief that woman dresses and makes herself beautiful solely for his benefit, for his conquest and for his ultimate downfall. Nothing could be further from the truth, unless it be his own fatuous denial that he preens himself for the same purpose.

When a two hundred pound hunk of animated gargonzola, strolls down Broadway modestly rigged out in a

DEPARTMENTAL NOTES

ACCOUNTING DEPT. NOTES By Don Goldsworthy

Inventory time has again arrived and members of our Road and Equipment Bureau have been out supervising and assisting the members of the Store and Engineering Departments to compile an accurate count of materials on hand. Mr. Labbe, Chief Clerk, Road & Equipment Bureau, and Mr. Loucks, Special Accountant are supervising the inventory of the Northern Electric Lines.

Miss A. Storm recently announced her engagement by appearing with a diamond ring and received the best wishes of her many friends in the Company.

"Mike" Levin is more than ever a daddy—this time it was a boy weighing 8½ lbs. Mike reports that both mother and son are doing fine, and needless to say Mike passed the cigars and candy in honor, while his friends presented a duplicate of the wicker wardrobe recently presented Earle Moyre.

A number of changes in arrangement of our offices have recently been made: The Stenographic Bureau and Calculating Bureau moving from the large office to the one formerly occupied by the Special Accountants, who returned to the main office. The clerks engaged on local line reports have also been transferred from the 6th Floor to the main headquarters on second floor.

Sickness has struck a couple of our folks—Mrs. G. Reed being confined to the Pacific Hospital with a severe case of grip and Miss Floraine Kuck being at home with an attack of tonsillitis. Both, however, are recovering satisfactorily.

The writer recently received a letter from Mr. De Lancy, "Daddy" Briggs in regard to the hospital work he has taken up since being relieved of active duties. He said, in part, that he tries to see all the persons confined to the hospital once a week and the number therein at times makes this quite a task. "Daddy" says that most always the boys are cheerful in their misfortune and that he enjoys seeing them quite as much as they do him.

The vacationees have dwindled down in the last month, as the following list indicates:

Miss Elsie Comontofski—Lincoln, Neb., Grand Canyon of Arizona, etc.
Miss Pontius—Mt. Lowe and Catalina.

B. Butler—Barstow and Daggett.
Mrs. A. Smith—Chicago and midwestern cities.

A Sadder Sort

Native: "Be ye tourists?"
Weary Motorist: "No; detourists."—Life.

WAREHOUSE AND FREIGHT TERMINAL NOTES

By Daniel Sanchez

The first entertainment conducted by employees of the Freight House Dept. was staged at the Pacific Electric Club on Tuesday, September 30th and the pleasure and success of the event was such that all in attendance expressed the desire that we hold other social gatherings at frequent intervals.

Many novel features were staged and General Foreman O. C. Black presided as Master of Ceremonies, acquitting himself in his usual creditable manner.

Among the events staged were several acts of vaudeville, a two reel comedy, piano selections by the Misses King, Grimand, Simigen and Patten and a recitation by Herman Gauss' clever little daughter. All of the entertainers proved talented and their offerings were well received and applauded by the large crowd present. Refreshments were served through the courtesy of the Club and dancing was also an event of thorough enjoyment.

The freight house committee extends their appreciation for the able assistance rendered by Club Manager Vickrey.

NORTHERN DIVISION NOTES

By P. H. Riordan

The sincere sympathy of his fellow workers is extended to Motor Coach Operator Clark and his wife in the loss of their small son last month.

Motorman R. M. Steele who submitted to a serious operation last month at the Pacific Hospital is improving rapidly.

Motorcoach Operator McDonald whose coach was struck by a speeding auto at Monterey Road and Milan Avenue on October 16th and rendered unconscious, is now out of the hospital and rapidly improving. His injuries were for a time expected to prove fatal.

The arrival of a new baby girl accounts for the happy countenance of Motorman Lewis these days. Our congratulations.

Conductor Fanning is now working a Mt. Lowe run.

The muchly discussed duck hunting expedition planned by a number of Trainmen occurred a few days ago. Bagging no ducks, we understand it developed into a fishing party with the same success.

What causes rust?

Ordinary iron and steel contain sulphur, silicon, phosphorus, carbon, manganese, and other impurities.

When exposed to air and moisture, these foreign substances set up electrolytic action, which eats away the metal. That is rust.

pear gray fedora, subdued silk shirt of alternating half inch stripes of lavender and orange, suit of London fog cut skimpy as to coat but liberal as to trousers, and mincing along on yellow shoes three sizes too small for him you can bet your sweet life he's out solely to give the girls a treat. Why, his every look and act fairly shriek "Look me over, girls, you couldn't over-look me if you tried" and verily, Solomon, in all his glory, was not arrayed like one of these.

But woman, when she sallies forth in full regalia and with her war paint on, is imbued with motives far different—motives wherein mere man figures not at all, if that much. Not to draw too fine a point, her sole purpose is to knock her sister's eye out with jealousy. And, when she has accomplished that charitable object, her conceit becomes quite unbearable.

Why she should feel thus is not for man to know. He has to accept it as one of those things that are too deep for his understanding. Let us feel thankful that we—as a sex—are above such petty failings. I know I am and I'll prove it by the following incident that occurred only this morning.

As I dressed to come down town, Cla'a Maud said—

"This is your day to go to the Chamber of Commerce luncheon, you must put on your new suit."

I said "Why?"

"Because," said Cla'a Maud, "I want you to be the best dressed man there."

I said "I don't hafta wear m' best suit to be that."

WESTERN DIVISION TROLLEYGRAMS

By E. C. Brown

The monthly "Get-together" meeting scheduled for November 19th, is to be held at Sherman Station. A large attendance is expected.

His many friends among the Trainmen of the Western Division are pleased to learn of the appointment of Frank B. Clark as Manager of Mt. Lowe Tavern.

Motormen S. J. Boswell, J. S. Spencer and Conductor J. H. Hanselman are back at the post after spending their vacations touring points of interest in the State.

Conductor Betterworth is the proud father of a baby girl which arrived at his home last month. Boys of the division extend their congratulations. Mother and baby doing nicely.

Conductor G. R. Stevens and wife are now at home, after spending an enjoyable vacation in the region of Mt. Baldy.

Conductor De Long is also in line for congratulations due to the arrival of a baby girl at his home a short time ago.

After spending some time looking over the other terminals on this division, Motorman H. Lotz has decided to make Hill Street Station his abode in the future.



Turn 'Im Loose, Judge!

Judge: "Are you guilty or not guilty?"

Prisoner: "I was going to plead guilty, yer honor, but my lawyer has convinced me that I am innocent."—Selected.

The Weaker Sex

"They tell me Simpson had quite a scrap with his wife last night."

"What was wrong with him?"

"I didn't hear."

"Liquor, do you suppose?"

"No, she licked him."

"How is your son getting on at college?"

"He must be doing pretty well in languages. I have just paid for three courses—\$10 for Latin, \$10 for Greek and \$100 for Scotch."—The Yellow Strand.

Careful Father

Young Harold was late for Sunday school, and the minister inquired the cause.

"I was going fishing, but father wouldn't let me," announced the lad.

"That's the right kind of a father to have," replied the reverend gentleman. "Did he explain the reason why he did not let you go?"

"Yes, sir. He said there wasn't bait enough for two."—Open Road.

A Different Girl

"I don't like your heart action," said the medical examiner. "You've had some trouble with Angina Pectoris."

"You're partly right, doctor," said the applicant sheepishly, "only that ain't her name."—College Humor.

In a Bad Way

Aviator: "We are falling! Are you prepared to meet your Maker?"

Lady Passenger: "Gracious, no! My hair's a sight!"

If you have no appetite, do not eat. If you have appetite, do not eat too much. Be moderate in the use of everything except fresh air and sunshine.—The Watchman.

"It ain't the individual
Nor the army as a whole,
But the everlasting team-work
Of every bloomin' soul."
—Kipling.

Practical Youngster: "Mother, this is the fifth time I've asked God f'r a new first-baseman's mitt—an' I haven't got it yet! D'ya s'pose my wave-length's wrong?"—Life.

Many stenographers who detest billing have no objection whatever to cooing.

Probably Assumed Ones

Wife—"Anything new in the papers?"

Husband—"No, only different names."—American Legion Weekly.

It is a gift to know nothing and to be able to refrain from mentioning the fact.

Solved at Last

Finally the riddle of the centuries has been solved: a chicken crosses the road for the same reason that a motorist crosses railroad tracks without looking.—N. Y. Herald.

Well Supported

"I'm counting on the support of every honest man and woman in the city," asserted the candidate to a group of his friends.

"An' not only that," whispered Pat confidentially, "but ye'll get the vote of very Oirishman in the sixth ward."—Everybody's Magazine.

Long Distance

Mr. Barnum recently saw a death notice of a man whose initials were the same and so was the name. He called up a friend and said:

"Have you noticed my death notice in the papers?"

"Yes," replied the friend; "where are you speaking from?"—Selected.

"A failure is a man who has blundered but is not able to cash in the experience."—Elbert Hubbard.

Independent

"Who's the boss at your house?"

"Well, my wife has complete charge of the children, and the servants, but I say what I like to the goldfish."

Tell It to the Marines

The wife and daughter of Lieutenant Berry, of the Great Lakes naval training station, approaching a gate to the station were halted by a sentry on duty there who had orders to allow no one to enter by that gate.

"Sorry, but you'll have to go around to the main gate."

"Oh, but we're the Berrys."

"Lady, I don't care if you're the cat's meow, you can't go through this gate."—Chicago Tribune.

Easy

"What's all that noise gwine on ovah at you' house last night?" asked an old colored woman of another. "Sound-ed like a lot of catamounts done broke loose."

"Dat? Why dat was nothin' only de gen'man from the furniture store collectin' his easy payments."

The Force of Habit

"Deacon White," asked Parson Jackson softly, "will you lead us in prayer?"

There was no answer.

"Deacon White," this time a little louder, "will you lead?"

Still no response. Evidently the deacon was slumbering. Parson Jackson made a third appeal and raised his voice to a high pitch that succeeded in arousing the drowsy man. "Deacon White, will you lead?"

The deacon in bewilderment rubbed in heavy eyes and announced:

"Lead yourself—I just dealt."—Illinois Central.

His Father's Job

Teacher: "Tommy, does this world of ours move?"

Tommy: "When my father says for it to."

Teacher: "Gracious! What is your father?"

Tommy: "A traffic cop."—New York Central Magazine.

Personality is that outward expression of the inner life, which radiates courage, courtesy and kindness. It attracts people by producing a pleasing effect, and is the product of the development of the positive qualities; it makes a man a leader in the affairs of life instead of a follower.

—James S. Knox.

Many a stenographer is so underpaid that she can't dress any better than the boss' wife does.

"What are you doing at a Klan meeting, Ikey—you can't join."

"I don't want to join, I want to talk to the fellow that buys the sheets and pillow cases."—Exchange.

Cause and Effect

"Why is it that a red-headed woman always marries a very meek man?"

"She doesn't. He just gets that way."—Goods Economist.

Pretty Fast

First Officer: "Did you get that fellow's number?"

Second Officer: "No, he was going too fast."

First: "Say, that was a fine-looking dame in the car."

Second: "Wasn't she!"—Travelers' Beacon.

No Escape

Shrieks and yells of the most appalling type were issuing from the little cottage, and quite a crowd had collected. Presently, clothed in the full majesty and dignity of the law, a policeman came striding onto the scene.

"Now, then," he cried gruffly, "what is all this about?"

"Please, sir," spoke up a small boy, "that's only my brother. He's crying because mama's eyesight ain't very good and she's deaf, too."

A ghastly series of shrieks, interrupted the explanation.

"He must be a very feeling little fellow," remarked the officer, wiping away a furtive tear.

"Yes, sir, he is. You see, ma's mendin' his trousers, and he's got them on."—Los Angeles Times.

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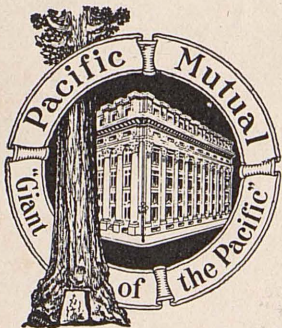
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June 30th, 1924

ASSETS

Loans and Discounts	\$30,375,889.35	
United States Bonds to Secure Circulation	1,500,000.00	
United States Bonds and Certificates of Indebtedness	3,762,583.12	
Other Bonds, Stocks and Securities	1,196,012.00	
Bank Premises	485,345.54	
Customers' Liability on Letters of Credit	430,223.24	
Customers' Liability on Account of Acceptances	119,112.41	
Redemption Fund with U. S. Treasurer	75,000.00	
Interest Earned, uncollected	130,333.56	
Cash on Hand	\$2,359,165.29	
Due from Federal Reserve Bank of S. F.	2,769,071.92	
Due from Banks	4,679,795.71	9,808,032.92

\$47,882,532.14

LIABILITIES

Capital Stock Paid in	\$2,000,000.00	
Surplus	1,500,000.00	
Undivided profits	657,233.70	\$4,157,233.70
Reserved for Taxes	34,438.51	
Reserved for Interest	12,104.35	
Unearned Discount	56,209.77	
Securities Borrowed	1,000,000.00	
Letters of Credit	478,739.44	
Acceptances Based on Imports	119,112.41	
National Bank Notes Outstanding	1,500,000.00	
DEPOSITS	40,524,693.96	

\$47,882,532.14

I, V. H. Rossetti, Cashier of the above named Bank, do hereby solemnly swear that the above statement is correct to the best of my knowledge and belief.

(Signed) V. H. ROSSETTI, Cashier.

Correct, Attest: Louis Isaacs, T. E. Newlin, Oscar Lawler.

WE PAY INTEREST ON TIME DEPOSITS

This Bank is Authorized, and fully Equipped, to do a Trust Business.

This is the oldest Bank in Southern California, and the largest Bank therein whose assets have never been increased by mergers, or consolidations with other Banks.

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OF LOS ANGELES

Corner of Fourth and Main Streets

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Vice-President
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Vice-President
V. H. ROSSETTI
Vice-President-Cashier
WM. LACY
Vice-President
J. M. HUTCHISON
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A. E. ELLIOTT
Asst. Cashier
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E. L. POWEL
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C. H. HOGAN
Asst. Cashier
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